NEC FUTURE

A Rail Investment Plan for the Northeast Corridor

Comment Summary Report Appendix Part 1: A-D

July 2016

U.S. Department of Transportation

Federal Railroad Administration

COMMENT SUMMARY REPORT APPENDIX:

Comments Submitted on the Tier 1 Draft EIS

The Comment Summary Report Appendix contains a compilation of all submissions received on the NEC FUTURE Tier 1 Draft EIS during the public comment period, which began on November 13, 2015 and closed on February 16, 2016. The comments are organized alphabetically by the commenter's last name (or organization name). Due to file size, the appendix has been split into four separate files covering the letters A-D, E-K, L-P, and Q-Z. Personal information for individuals has been redacted to protect their privacy. Other than redacting personal information, the FRA did not edit these original submissions in any way. Typographical or other errors are as they were received from the author via online submission, email, U.S. mail, or public hearing transcript. The FRA makes no representation as to the factual content of submissions received. Responses to the comments will be provided in the Tier 1 Final EIS.

Please refer to the main body of this Comment Summary Report for more information on the Tier 1 Draft EIS public comment period, a summary of the comments, and how the FRA is using the comments in the process to identify a Preferred Alternative for NEC FUTURE.

NEC DEIS Comments - RECORD #129 DETAIL

Status : [redacted]
Record Date : 1/11/2016
First Name : Peter
Last Name : Aaron
Stakeholder Comments/Issues :

I believe that the ability to easily and comfortably board a train with a bicycle is a vital part of any improvement plan for rail in the US. A multimodal transportation system that involves all methods of pedestrian and cyclist use of rail is vital to the continued and development of an all encompassing transportation system this country badly needs. This not only makes it possible for extended travel with bicycles but makes a healthy lifestyle possible which is discouraged by not allowing free access to the rail system.

NEC DEIS Comments - RECORD #1891 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Aarti Sanket
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2250 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Sandra
Last Name : Abagnaro
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1172 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Sue
Last Name : Aberbach
Stakeholder Comments/Issues :

I am strongly opposed to the plan to construct a rail line through the center of Old Lyme, Connecticut. I am a docent and volunteer at the Florence Griswold Museum in Old Lyme where I see the historical and cultural importance of this institution. The Florence Griswold Museum preserves the 19th century art colony as well as celebrates and encourages contemporary Connecticut artists in its historic boarding house and modern art gallery. Thousands of visitors come to the museum for tours, art events, musical performances, and lectures. The Florence Griswold Museum is a unique and vital part of Connecticut's history and culture. The effect of a rail line bisecting Old Lyme would destroy the nature of the community-- both its historic identity and contemporary economic community. I am strongly opposed to this plan and the detrimental effect it would have on one of Connecticut's most irreplaceable and important institutions.

NEC DEIS Comments - RECORD #1908 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : marilyn
Last Name : abrahamsson
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, as well as the beauty and historical essence of Lyme Street which is the heart of Old lyme

NEC DEIS Comments - RECORD #2083 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Giancarlo

Last Name : Accettullo

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2661 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Sharon
Last Name : Aceto
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2337 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Christina

Last Name : Achorn

Stakeholder Comments/Issues :

I am an alum from the Lyme Academy College of Fine Arts. Please let the tradition of fine arts so precious in the area remain intact and find somewhere else to disrupt.

NEC DEIS Comments - RECORD #2488 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Michael

Last Name : Acosta

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2953 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Michael P.
Last Name : Adam-Kearns
Stakeholder Comments/Issues :

As a resident of Eastford, Ct., I would like to express my support for "Alternatives 2&3" as they are proposed for connecting Hartford to Boston via both Providence and Worcester. It is wonderful to think that I could go to Willimantic and/or Storrs to get the train to Boston and of course, also be able to connect with the rest of the NEC system. It is my understanding that there is thought of having a direct link to the University of Connecticut. This would be a great boost to the area. The University is a great resource that serves thousands in a whole myriad of ways. I highly support this idea!

In looking at the Alternative 2&3 proposals it appears that the "Hop River" and "Airline" multi-purpose trails would be maintained parallel to the proposed rail corridor . It also appears, from the maps, that the multi purpose trail would be extended to Providence. This would be fantastic. A suggestion I have, is to pave these trails so the very active and large cycling community of the region could use these trails more effectively, especially for commuting and regional connectivity. It would be a dream come true for many of us, especially if it connected all the way to Hartford as a safe means of bicycle travel. Another suggestion, would be to have a new station in Tolland, Ct. on the "via Worcester route". This is a rapidly growing community that needs to be served with effective and efficient mass transit.

It is my hope that these suggestions will be considered. There are way too many cars on the roads. It is dangerous and very costly, with far too many accidents occurring daily.

To imagine a quick and safe commute, being able to take in a cultural event, or just going out to dinner without the current nightmare of driving is a fantastic idea to think about. Let's hope it happens.

NEC DEIS Comments - RECORD #3023 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Cathleen
Last Name : Adams
Stakeholder Comments/Issues :

Do not implement option 1 through old Lyme !!!!!!
Leave a piece of our artistic history in peace!

NEC DEIS Comments - RECORD #1808 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Daniel
Last Name : Adams
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1795 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Daniel
Last Name : Adams
Stakeholder Comments/Issues :

Please do not destroy Old Lyme the viability of Old Lyme can not be hurt especially the Lyme Academy

NEC DEIS Comments - RECORD #1138 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Grace
Last Name : Adams
Stakeholder Comments/Issues :

Wouldn't improved rail service, both freight and passenger be a good thing? Greyhound bus might resent competition, but other than that?

MATT ADAMS: So I just wanted to go on record. My affiliation, I'm just a private citizen. I'm a resident in Baltimore. Public school teacher, if that matters, but just, independently, I just wanted to go on record being in favor of whatever alternative, 1 or 2 or 3, but trying to make sure that bicycle access to the railcars is included. I personally would prefer the third alternative, the one with the most bells and whistles, the one -- the high-speed option. However, just increasing the amount of access and putting bicycles on Amtrak or any other service train -- it's gotten better in the last year, but it can still get so much better.

And I think that as we grow, our roads are, you know, running out of space. We need to just provide for the future with all the

environmental issues abound to make sure that cars or -- or so that bikes and trains can work together so people have alternatives to driving everywhere they go. And that's all.

RUBY SIEGEL: Well, excellent. Thank you. Thank you for being patient through our logistics here. I promise it will be smoother.

NEC DEIS Comments - RECORD #5 DETAIL

Status :	[redacted]
Record Date :	11/10/2015
First Name :	Nick
Last Name :	Addamo
Stakeholder Comments/Issues :	Alternative 2 presents much potential and promise. Hartford and UConn are huge economic engines for Connecticut, and can provide many potential riders under NEC FUTURE with such an "inland route."

NEC DEIS Comments - RECORD #1826 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Suzanne
Last Name : Adinolfi
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #137 DETAIL

Status : [redacted]
Record Date : 1/11/2016
First Name : Johnny
Last Name : Adriani
Stakeholder Comments/Issues :

Though I now reside in Louisiana, I spent several years commuting the NEC and wish to continue to stay informed.

NEC DEIS Comments - RECORD #985 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Nitin
Last Name : Agarwal
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Nitin Agarwal
Montgomery county
Maryland

NEC DEIS Comments - RECORD #2582 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Michael

Last Name : Agenbroad

Stakeholder Comments/Issues :

The proposed route would destroy not only historic areas of Old Lyme but also important wetland habitats. This would be a travesty.

NEC DEIS Comments - RECORD #2917 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

This is disgusting, and potentially destructive on an epic scale. Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Donn Ahearn

Greenbelt, Maryland

NEC DEIS Comments - RECORD #2503 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Joseph
Last Name : Akin
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2365 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Khadija

Last Name : Al Arkoubi

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

The next speaker is David Peter Alan.

MR. ALAN: Thank you, Ruby.

I'm David Peter Alan, A-l-a-n. I live and practice law in South Orange, New Jersey. I am chair of the Lackawanna Coalition, which is a local advocacy group. I'm vice chair of the Senior Citizens of Disabled Residents Transportation Advisory Committee here at New Jersey Transit. I am on the board of Run Rail Users Network, which advocates for rail on the national level. And I am a contributing editor and columnist for Destination Freedom at National Corridors dot-org.

I mention these credentials to show that I am concerned with many aspects of rail and our transportation from the local and national points of view as well as the point of view of the people who need it the most. I'm not here as a journalist today, and I am not here representing any of these other organizations. I'm speaking for myself. I see many people I recognize who I've seen through the years on similar hearings on many of these other projects, going back to the original ARC from 20 years ago.

I must express my deep disappointment that there is one feature of the original ARC and Portal Bridge processes from the 1990s that we do not have now, and that was a Regional Citizens Liaison Committee. I was on the original RCLC. In those days, and it's showed that the riders, who, after all, will be paying for this system and using it, were considered special stakeholders. Today we are not. We are merely members of the general public. And I know this could have been done because I remember Ruby from twenty years ago when she occupied a similar position with respect to the ARC and Portal Bridge processes when I was on the original RCLC. I'm hoping there can be some arrangements to get the riding public and specifically a known and acknowledged and recognized representatives of the riding public in on the service development process in a way that we have not been present in this alternatives process.

Concerning the alternatives process itself, I was reviewing the materials online earlier today, saw the maps for the various alternatives. And I remember a map that shows a really good alternative for what we could have in New England, the northern part of the NEC. It was from an era more than fifty years ago, because that's when I started riding the shoreline, in my undergrad days at MIT. And that map I refer to was the general public timetable for the New York New Haven and Hartford Railroad from the early 1950s. There were places people could go, both on the existing shoreline and connected to it, that we cannot go now. The Springfield line, the air line through Hartford and Willimantic, no longer exists. But many of these can and should be brought back.

Concerning the different alternatives, it seems to me that it does not make much sense to go as far east on Long Island as Ronkonkoma and build a tunnel under Long Island Sound when the powers that be today are having trouble building tunnels between New Jersey and Penn Station. We did not get ARC because it had turned from a good project, I don't know why alternative G was never built, I guess I know some of it. If we had alternative G, we would have had this project eight years ago. Now we're still fighting over it. But we don't have tunnels to Penn Station.

Now, don't get me wrong. I am not endorsing every bit of Gateway. I am endorsing tunnels, because we need them, and they are cost effective.

And we may need a new Portal Bridge too. But we look at a planning frontier for this process of 2040, and that's only six years behind the deadline for which Joe Gordman and Drew Galloway and other people at Amtrak say that the existing tunnels need to be taken out of service. And the same people say that with Gateway as it is, the soonest we could have new tunnels is 2030. I don't trust a four year window like that. Things take too long.

So I think we have -- while this is a good exercise, it makes sense to talk about it, I share Governor Florio's concern about funding. In my column this week in Destination Freedom, I expressed doubt that Gateway will ever be funded to the tune of $20 million -- $20 billion. And I think we have to look first at getting the NEC into a state of good repair.

The part of the NEC in New Jersey that's called the Raceway, between New Brunswick and Trenton, is not up to par. And the Amtrak inspector general in a report last June 17th, expressed doubt that this project would be completed on schedule, which could risk a major grant. So before we start talking about expanding the NEC and building other alternatives, I think we have to get the entire house in order.

I look forward to a day when there's a change in politics, and our elected leaders start taking seriously our mobility needs, and that means rail and that means transit, and that means every right-of-way we can get. But I think we have to go back to basics, talk about funding, and see where we can go to the extent that we can get the taxpayers and the riders to foot the bill.

Thank you.

THE MODERATOR: Thanks, David.

Okay, the next speaker, David Peter Alan.

MR. ALAN: Thanks again, Ruby. Thank you for the extra opportunity. David Peter Alan, A-l-a-n, back. You have my affiliations, and I'm still speaking personally.

I think we all know that we need more investment in rail in the northeast region, as well as everywhere else in the country. I don't want to get too involved with the best way to do it, because frankly, I don't know what kind of money there will be available to fund this, and I don't know what kind of political will there will be to make rail enhancements in the Northeast Corridor. Certainly the first step makes a lot of sense. Let's get to the first one before we get to the second one. There are some issues that if I had had time before, I would have brought up. Since there's time now, I will.

I've heard a lot of interesting technical ideas about building the line, and I think these will hash out as we go. I think every -- almost everyone here has had something very interesting to say. I'm not quite sure about the campaign speech. But we have to keep a couple of things in mind that have not been brought up.

One is ownership. Not all of the NEC is under Amtrak ownership. Metro-North owns the portions between New Rochelle and New Haven. They have to be brought into the picture somehow. And if I know Metro-North, they have a pretty strong independent streak.

Also, the part of the NEC within Massachusetts is owned by the Commonwealth of Massachusetts. Things are changing there very quickly, especially with a new governor. So there has to be a means for making sure that whatever happens, Massachusetts is on board with it.

We also need to think about connectivity. That's why I complained that riders do not have a sufficient stake in this process or have not been taken sufficiently seriously in this process. Because we actually want to go somewhere. We don't necessarily only want to go from one Amtrak stop to another. We have a number of regional rail providers, MARC, SEPTA, New Jersey Transit, Metro-North, Shoreline East, BATIA (phonetic), Boston. We may want to go from somewhere on Amtrak to another Amtrak point and then change for a local train, or the other way around. And whatever is done with the NEC needs to have that kind of connectivity.

One idea that I've proposed in the past, and maybe it's time to bring it up again, is to have, as an alternative to Amtrak, a less expensive alternative in terms of fares that will take longer but would get people from one local point to another. For instance, a New Jersey Transit train connecting not only physically but temporally with a SEPTA train at Trenton, which could go through to Newark, Delaware, and connect there with a MARC train that could take passengers all the way to Washington, D.C. using these local services. Now, I know there are gaps. The gap between Newark, Delaware and Perryville, Maryland. And the gap between New London, Connecticut and Wickford Junction, Rhode Island. But those aren't very big. Those can be filled in. And whatever is done along the NEC should take into account not only Amtrak ridership as we have it, not only regional ridership as we have it, but riders who might want to take a trip using both because they may want to go to or from a place that Amtrak does not serve.

THE MODERATOR: Thanks a lot.

MR. ALAN: And this is why I've been talking about back to basics. We have to think about what riders need, we have to think about where the money will come from, we have to think about cost effectiveness. And we have to do one thing above all others, we have to do it first, and that is, bring the NEC up to a state of good repair. Amtrak isn't doing as well as they could with their improvements in the New Jersey Raceway between Trenton and New Brunswick. And there are more problems north of the Raceway along Metuchen Metro Park, Rahway, that cause more delays than problems in the Raceway. This is Amtrak owned, they should be doing about this. That's not part of a plan I hear today.

We also need to make sure that we have tunnels into Penn Station. As Ruby knows, we've been talking about them for at least twenty years.

THE MODERATOR: I'm standing here.

MR. ALAN: We still need them.

THE MODERATOR: I'm ready.

MR. ALAN: Times haven't changed.

I know you want me to wrap up and I will.

THE MODERATOR: That's okay.

MR. ALAN: We -- in the 1970s schedules on New Jersey Transit were one-third faster on every line. At that time it took 30 minutes on most local trains to go between Newark and New Brunswick. Today it takes 42. Let's fix that, and then we can go forward to a new NEC future.

Thank you.

THE MODERATOR: Thank you very much.

NEC DEIS Comments - RECORD #1719 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : George
Last Name : Alderson
Stakeholder Comments/Issues :

To: Carol Braegelmann, Office of EnvironmentalPolicy and Compliance

Dear Ms.Braegelman:

Pleaseconsider this message as our comment on the draft EIS for the NortheastCorridor (NEC Future) project. We heartily support the overall thrust of theNEC Future project, but we are absolutely opposed to taking any lands fromPatuxent Research Refuge for railroad purposes, as contemplated in Alternative3. The impacts of such an action shouldbe fully analyzed in the EIS.

We live inMaryland, and I (George) have visited the Patuxent Refuge in my work. For seven years I also rode past its boundaryeight or ten times a week on MARC trains when I was working in Washington, between1989 and my retirement in 1996.

Now,whenever we ride MARC to Washington for work or pleasure, we see the refugefrom the train window. It is always apleasure to see wildlife habitat in its natural state. In this way it benefits railroad passengers,as well as wildlife and the people who visit the refuge to see wildlife. This benefit should be considered in the EIS.

TheAlternative 3 proposal would take away 60 acres of the refuge, destroyingwildlife habitats that include wetlands, pristine streams, riparian andforested areas. The area has beenidentified as an Important Bird Area. Itis also the largest remaining block of continuous forest in central Maryland.

We questionwhether such refuge lands could be lawfully taken for non-refuge purposes underthe laws governing the National Wildlife Refuge System. This legal question should be addressed inthe EIS.

We are surethe NEC Future project can be done without taking lands from Patuxent ResearchRefuge. The

refuge should be off-limitsto any such project.

Sincerely,

George &Frances Alderson

CatonsvilleMD 21228

NEC DEIS Comments - RECORD #579 DETAIL

Status : [redacted]

Record Date : 2/7/2016

First Name : Jane

Last Name : Aldieri

Stakeholder Comments/Issues :

I am opposed to Alternative #1 based on its high financial cost and its destruction of a natural wonder. You don't get a second chance with repairing beauty lost. The Lieutenant Rver and Historic district of Old Lyme are treasures in the Sate of Connecticut, so unique and irreplaceable. Please do not destroy the beauty. We are the Stewards of this land and temporary inhabitants. Let's consider our children and their children being able to enjoy and learn from this beauty.

I am however in favor of High Speed Rail and all modes to improve congestion and dependency on single vehicles. Tier 3 seems to give us the best impact and ridership through major cities.

NEC DEIS Comments - RECORD #2131 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Alex
Last Name :
Stakeholder Comments/Issues :

The plan to build a high-speed railway through historic Old Lyme and other towns should be turned down and never revisited. It is a foolish idea and it is unnecessary, and when it is at the cost of the Lyme Art Academy and other local homes and institutions, it is shameful. Put the money toward something we need, like helping the environment - shoreline east is plenty fine.

NEC DEIS Comments - RECORD #186 DETAIL

Status : [redacted]
Record Date : 1/15/2016
First Name : Eric
Last Name : Alexander
Stakeholder Comments/Issues :

So there was a public hearing for this plan on Long Island that involved literally no one from Long Island. So a simple question who did you reach out to on Long Island?
Who is advising your team on this project?
Do you feel the public input you received is sufficient to get feedback from the 3 million people and over 100 municipalities in this region?
You can call us at [redacted] if you want to discuss. Thanks

NEC DEIS Comments - RECORD #593 DETAIL

Status : [redacted]
Record Date : 2/8/2016
First Name : Linda
Last Name : Alexander
Stakeholder Comments/Issues :

To Whom it May Concern:

I am writing from the Old Lyme Phoebe Griffin Noyes in Old Lyme. There is considerable concern about the NEC Future project in our town and we would like a print copy of the Tier I Draft Environmental Impact Statement for our library. We realize that this document is available online however many of our patrons would prefer to use the print copy.

Please respond to this request as soon as possible.

Thank you,

Linda Gunn Alexander
Public Services Manager

Old Lyme - Phoebe Griffin Noyes Library
2 Library Lane
Old Lyme, CT

(860)-434-1684 - Ext 121

NEC DEIS Comments - RECORD #1365 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Theresa
Last Name : Alexander
Stakeholder Comments/Issues :

PLEASE do not move forward with Alternative 1!!!!!!!

NEC DEIS Comments - RECORD #2228 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Ralph
Last Name : Alfano
Stakeholder Comments/Issues :

I oppose Alternative 1 of The Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1793 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Abdulsalam
Last Name : Alharbi
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #623 DETAIL

Status : [redacted]
Record Date : 2/9/2016
First Name : Alison
Last Name :
Stakeholder Comments/Issues :

As a resident of Old Lyme since I was four years old, I have grown up surrounded by the beauty, culture, history, and environment of this town. Alternative 1, the plan to update the rail system by essentially sacrificing an historic town, is beyond comprehension. Alternative 1 invades the rights of property owners and townspeople while simultaneously destroying a precious, and preserved, ecosystem. Not only will townspeople be displaced from their homes, but the damage to property values will be significant and the potential for destruction of the local economy is real.

At its essence, Old Lyme is a town built around history, art, and tradition. Downtown Lyme Street is full of historic homes, buildings, and art museums visited by countless visitors and artists throughout the year. Artists line up on the side of the road to paint the beautiful steepled church, and people flock in masses to attend art shows at one of our beautiful museums or the Lyme Art Academy. In addition, the damage done to the local ecosystems and marshlands by the proposed Alternative 1 plan should immediately take the plan off the table. Old Lyme contains marshlands and land trusts that are preserved, untouchable, and full of natural wild life that absolutely must be protected. For example, living in this town has afforded me the chance to see bald eagles in the wild on multiple occasions, as there are a few nests throughout town that locals know about. To disrupt an environment where endangered animals live is beyond reproach, especially in today's era where environmental conservation is key.

The idea of a small town preserved in time, culture and environment is what makes Old Lyme beautiful, and is what makes its townspeople fight for it. Alternative 1 would destroy central Old Lyme and everything it stands for, in addition to inflicting significant and unnecessary harm to the economy and preserved wildlife. Please, consider alternatives to this plan that will not cause such harm on so many levels.

NEC DEIS Comments - RECORD #1626 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Milton
Last Name : Allen
Stakeholder Comments/Issues :

Dear Sir:
The NEC Option 1 plan would destroy the center of our town.
There os no real need for a new rail road to parallel the highway I95!
The present Amtrak tracks from Old Saybrook CT has a great detail for more traffic.
Stop wasting taxpayers money!

Milton N. Allen
[redacted]
Old Lyme, CT

NEC DEIS Comments - RECORD #2407 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Renée
Last Name : Allen
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #14 DETAIL

Status : [redacted]

Record Date : 11/13/2015

First Name : Theo

Last Name : Allen

Stakeholder Comments/Issues : To Rebecca Reyes-Alicea:

The Northeast Corridor is owned by the National Railroad Passanger Corporation south of Penn Station in New York. North of Penn Station, the main line is owned in part by Metro-North Commuter Railroad, the State of Connecticut Department of Transportation, the Massachutes Bay Transpotation Authority.

While Amtrak maintains and dispatches the Northeast Corridor nearly full, Amtrak shares responsibility with MTA Long Island Rail Road between Penn Station and Harold Interlocking. In addition, MTA Metro North Railroad maintains and dispatches the New Haven Line between Shell Interlocking in New Rochelle and north of New Haven State Street.

However, while 8 commuter railroads use the Northeast Corridor, there are several limiting factors on this corridor. They are divisible into three categories: organizational practices, electronics, and concerte.

First, the organizational practices of railroads throughout the country have high labor costs. This includes lack of proof of payment and the incredible cost of peak service. There is lack of a unified smartcard for travel on commuter railroads, and ticket vending machines do not sell interagency tickets. Some agencies do not offer online tickets, and others are cash only. The Federal Railroad Administration (FRA) should neglect these reasons.

Second, there are a lack of mobility and station delays. One issue is high level platforms. Over one hundred years ago, when building Grand Central Terminal, engineers clocked passangers boarding between low level and high level platforms. The reason Grand Central was built largely accessible in 1913 was due to the desire for profit, not due to the Americans for Disabilities Act.

In 1963, the historic Penn Station was torn down, and Madison Square Garden was built upon it. This had led to severe problems in pedestrian flow, and causes passangers to have to wait and rush for the stairs to board evening rush hour LIRR and NJT trains when tracks are announced with 10 minutes notice. In Penn Station, LIRR, NJT, and Amtrak should share space and maximize pedestrian flow space.

Other issues are equiptment based. Out of the passenger railroads operating on the Northeast Corridor right of way, some facts can be discovered. [PATH is excluded, because it does not share tracks with the general rail system.]

There are electrification issues. The only railroads which operate on 25 kV 60 hZ, 12.5 kV 60 hZ, and 12.5 kV 25 hZ are Amtrak and NJT.

Standardization of equipment (such that all engines be equipped with (i) diesel engines, (ii) underrunning and overrunning third rail at 750 volts DC, and (iii) catenary at 12.5 kV / 25 hz, 12.5 kV / 60 hz, and 25 kV / 60 hz) is important. It is also expensive.

Installing CBTC is another way to improve captivity. However, this is extremely expensive and useless.

Having catenary with regenerative braking is enviromentally friendly. This can be done by installing non-fixed catenary throughout the NEC south of the North River Tunnels.

There are also crashworthiness standards which are required by FRA

Regulations. However, eliminating these regulations after PTC is completed should be done, as with Caltrain.

The final part is concerte. This should be avoided as much as possible. Various legal and political grounds require this. This also includes contract provisions.
- Under Buy American Requirements, all materials must be made in America as required by DOT Regulations.
- Under Fair Pay and Safe Workplaces, contractors must go through their systems to discover labor violations, self report, and for "major violations", will be disqualified from the current contract.
- Under due process rights, competitors who lose procurements may be able to sue that the Contract was unlawfully awarded.
- Under Davis-Bacon and similar public regulations, all workers must be paid prevailing wages in the construction community.
- There are various enviromental regulations in place.
- A contractor has to meet minority / women / small business / veteran / disenfranchised participation requirements.

These requirements tend to cause contractors to underbid to lowball to be the lowest bidder, since the lowest bidder not disqualified and qualified must be awarded the contract. This risk also requires contractors to maintain tremendous insurance, which is all included and paid by the government. When the contract does not come in as cheaply as anticipated, due to overtime and other reasons, the government is responsible.

The Government has less ability to succeed and is worse than the private sector, because there is no pressure to have efficency that is similar to the private sector in loss of business.

In addition, there is enviromental reviews and lawsuits that can come from any person who has standing. This can take multiple years in delay to a project.

Eminent domain is extremely expensive. Just compensation must be paid, for example. And even though this sort of eminent domain is undoubtly constitution under Kelo, this unpopular decision has caused states to severely limit this power of eminent domain, and shown how abusive this process is.

There are people who say "Not In My Back Yard". This occured in Bronxville, when Metro-North expanded on there right of way, the Harlem Line from 2 tracks to 3.

In addition, New York is not inexpensive for rail tunnels. The costs of this plan are low for New York Standards, yet are extremely high compared to other places.

CONCLUSION

With these comments, the following should be done:
(1) Alternatives 2 and 3 should be rejected.
(2) A full time inspector on each project should be retained to control costs.
(3) Organizational changes should be done before electronics and concrete.
(4) Construction should be minimized to the greatest extent possible. This does not mean not restoring the right of way to a state of good repair.
(5) New rail cars with less weight and which can be used throughout the NEC should be invested into.
(6) Tunnels should be avoided whenever possible.
(7) As little accquisition of property should be performed.
(8) Significant bonuses should be included for underbudget and on time performance.

Finally, the Department should consider what class I freight railroads would pay, and prohibit compensation in excess of what Class I Freight Railroads would pay.

Attachments : AllenTheo_Orginal.pdf (5 kb)

NEC DEIS Comments - RECORD #736 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Kaye
Last Name : Allison
Stakeholder Comments/Issues :

I commute daily, via the MARC train, between Baltimore and Washington, DC. I would like nothing more than a better, safer, quicker rail system, but NOT AT THE EXPENSE OF LOSING THE PATUXENT WILDLIFE REFUGE!! Please do not destroy this national treasure!

Christian Allyn.

MR. ALLYN: Hi. My name is Christian Allyn. Like Saman Azimi I am a student at UConn and a member of ConnPIRG students.

I would like to echo a lot of what I heard today, particularly improving our rail network for people in rural communities like the one that I live in in far northwestern Connecticut. So I share Ms. Chinatti's concerns about being an ignored area of the state.

And also connecting with UConn that Mr. Warren mentioned, that is a big -- for me that's very optimistic, for me as a young person in the state, to see that someone who drives about two and a half hours just to get home one way for the holidays can see maybe their child in the future not having to make such a long trip, a costly trip, and risk their safety driving that long distance.

I would also like to see -- like Mr. Warren mentioned with the eminent domain, there is also another highway that was going to be built in my hometown in the 1970s which tore down the second oldest home in my community dating to before the Revolution. I would like the NEC to consider what's going on in Old Lyme seriously and make sure that our cultural heritage, one of the things that Millennials come to Connecticut to see and to interact with as well as being so close to urban areas, is protected.

HEARING OFFICER SIEGEL: Thank you. Thank you, sir.

MR. ALLYN: Thank you.

NEC DEIS Comments - RECORD #2069 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Sarah
Last Name : Alsharif
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district.

NEC DEIS Comments - RECORD #1991 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Abdullah
Last Name : AlTamemi
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1847 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Robert
Last Name : Alvine
Stakeholder Comments/Issues :

Dear Federal Rail Administration:
I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of the Nationally known Lyme Academy College of Fine Arts and that of the University of New Haven. Other proposed alternatives make far more sense such as the one providing service along the I-91 corridor to Hartford, Providence and Boston which is a highly needed inland service.

NEC DEIS Comments - RECORD #1251 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Charlene
Last Name : Amacher
Stakeholder Comments/Issues :

I oppose the construction of this rail line through the OLD LYME historic village.

Let's -- you want to speak for the first time?

MS. AMARATO: Very quickly.

THE MODERATOR: Yeah. You don't have to be quick. It's okay.

MS. AMARATO: It's okay. I just want --

THE MODERATOR: You have three minutes, a generous three minutes. Just make sure you introduce yourself.

MS. AMARATO: Yes, I will.

My name is Edie Amarato. I live in Hicksville. I've lived there my whole life.

I only found out about this last week. Unlike Floral Park, who has the Trustee come and represent their Town in such an eloquent way, we have no representation in Hicksville.

This third rail is supposed to end in Hicksville. I have three legislators, my town is divided up into three legislators. Not one of them is here.

I get political mailings all the time from them. I never got any sort of mailing to let me know about this meeting, to let me know what was going on. Not everybody reads Newsday. I happen to read Newsboy everyday. I don't really remember reading about this meeting here but this is so big, so huge. This is going to impact so much of our lives. We've already been negatively impacted over the past year with tractor trailers, with taking down 250 trees. We were not granted a public hearing in Hicksville. We were just told it was all done.

This can't happen without more people knowing about it. I'm sorry, but the whole County needs to know about this. If they can afford political mailers and then to say that -- that our comments have to be in by January 30th when most of us are only finding out about it this now, that's not right.

And 7:30 in the evening, they're having a public hearing, that's not right.

There's no rush. We waited this long, we can wait a little bit longer so that everybody knows what's going on.

Thank you.

THE MODERATOR: Okay.

Thank you.

Would you like to speak?

Okay. Scott will be patient.

NEC DEIS Comments - RECORD #1418 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Steven
Last Name : Ames
Stakeholder Comments/Issues :

Several years ago there was the Ocela Train which was supposed to be a high speed train.It failed miserably and now they want to destroy a beautiful colonial and historic town which will surely become another failure. Why not use the existing rail line and build a new bridge next to the existing one thereby not destroying a beautiful town?

NEC DEIS Comments - RECORD #2299 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Nicholas
Last Name : Amico
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

After careful review and discussion of FRA's Northeast Corridor Future proposal, "I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal, as it will have a profound affect on The University of New Haven's (UNH) Lyme Academy College of Fine Arts."

The UNH community has been extremely proactive in the development of a sustainable college facility in Old Lyme, CT, which offers a high quality educational institution to the citizens located in that part of the state.

Alternative 1 of the FRA Northeast Corridor proposal will threaten the long-term vitality of its picturesque campus in Old Lyme. UNH has developed a strong partnership with Lyme Academy College of Fine Arts, which is a leading fine arts school. UNH's affiliation and relationship with Lyme Academy College of Fine Arts can be described as nothing short of extraordinary, including enrollment growth, and the creation of new and innovative programs at our main campus in West Haven.
Regards and continued success,
Nick Amico

NEC DEIS Comments - RECORD #2787 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Joseph H.
Last Name : Boardman
Stakeholder Comments/Issues :

On behalf of our Executive Office, please find the attached NEC FUTURE Draft EIS Correspondence, accompanied by the Steer Davies Gleave Report.

Originals will follow via FedEx mailing.

WENDY WENNER
AMTRAK, NEC Business Development
The OFFICE of THE EXECUTIVE VICE PRESIDENT
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Attachments : NEC_Future+Draft_EIS_response_16Feb2016_RRA.pdf (962 kb)
SDG review of the NEC FUTURE Draft Tier 1 EIS.PDF (5 mb)

NATIONAL RAILROAD PASSENGER CORPORATION
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Joseph H. Boardman
President and Chief Executive Officer

February 16, 2016

Ms. Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
U.S. Department of Transportation
Federal Railroad Administration
1 Bowling Green, Suite 429
New York, NY 10004

Re: Draft Environmental Impact Statement for the Northeast Corridor

Dear Ms. Reyes-Alicea:

The National Railroad Passenger Corporation ("Amtrak") is pleased to submit comments for the administrative record regarding the Federal Railroad Administration's ("FRA") Draft Environmental Impact Statement ("DEIS") for the Northeast Corridor ("NEC" or "the Corridor"). This effort is part of NEC FUTURE, a comprehensive planning effort to define, evaluate, and prioritize NEC passenger rail investments.

The NEC FUTURE Environmental Impact Statement is a National Environmental Policy Act (NEPA)[1] requirement to undertake a rigorous environmental review to assess potential effects of the NEC FUTURE program on the built and natural environments. An environmental process, the Final EIS and Record of Decision (ROD) will set parameters for the NEC's growth through 2040 and beyond. Amtrak concurs with the findings in the NEC FUTURE Purpose and Need Statement and supports the FRA's efforts.

Amtrak is the national intercity passenger rail operator serving 21,000 route miles in 46 states, the District of Columbia, and Canada. A steward and majority-owner of the NEC, Amtrak carries intercity travelers and provides access and operational support to eight commuter authorities and four freight operators on the NEC spine between Boston, MA, and Washington, DC, on infrastructure that, in many cases, is over a century old. In addition, Amtrak's experience as the only U.S. high-speed operator and NEC end-to-end user provides us with unique perspective and insights into future options for this integral part of the transportation network and the economy.

Amtrak and the region face enormous financial and operational challenges to ensure the NEC supports future travel demand, delivers safe, reliable, and convenient intercity, commuter, and freight service, while increasing the region's global competitiveness. We believe it is our responsibility to strongly advocate for an outcome that will achieve these aims.

The DEIS presents three Action Alternatives, each offering a different vision for passenger rail service in the region. Consistent with NEPA requirements, the DEIS also presents a No Action Alternative. At this stage, alignment options are conceptual and set a framework for Tier 2 project-level assessments.

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[1] 42 U.S.C. § 4321 *et seq.*

Amtrak has prepared this response to contribute to the public review and comment process and to help inform the many stakeholders served by the NEC. We also enclose an analysis of the DEIS commissioned by Amtrak and undertaken by Steer Davies Gleave, an internationally recognized transportation consulting firm, to elaborate on the key points made herein.

Amtrak's Preferred Alternative

Before discussing Amtrak's preferred alternative, we must be clear why certain alternatives are not acceptable. The No Action Alternative would have serious repercussions for passenger and freight rail service and infrastructure. Investment levels under this Alternative would not even achieve a state-of-good-repair, let alone provide opportunities for growth. The network's degraded conditions would cause passengers to experience declining service reliability and longer travel times due to necessary speed restrictions to safely operate over deteriorating infrastructure. Customer demand -- given the expected demographic growth in the Corridor -- could not be met under this scenario.

Conversely, the action alternatives all provide some level of improvement over the No Action Alternative and will contribute to sustaining the region's economic growth, creating positive environmental benefits by reducing greenhouse gas emissions, improving safety, and enhancing infrastructure resiliency.

However, Alternatives 1 and 2 fall far short of creating a world-class rail transportation system that will meaningfully impact the region's global competitiveness. These Alternatives do not provide sufficient infrastructure to support the service frequencies and travel times proposed, nor are the service plans designed to accommodate major disruptions to ongoing operations necessary for asset replacement on the existing Corridor. Alternatives 1 and 2 offer only minimal capacity for growth beyond the horizon year, leaving the region facing major costs to keep the NEC relevant past 2040.

Alternative 3 is closest to Amtrak's long-term vision for passenger rail in the Northeast.[2] Not only does it provide stakeholders flexibility to choose from the largest menu of infrastructure investment options, it preserves the opportunity to invest in multiple improvement programs within the region.

Alternative 3 also provides the following critical benefits:

- Necessary capacity and trip time improvements that can substantially increase rail's share of the NEC travel market to enhance mobility and grow and sustain the region's economy to 2040 and beyond;

- True high-speed rail service comparable to the proven systems found internationally with dedicated infrastructure that can be operated and maintained at a very high level of reliability and performance impossible to achieve in a "mixed-traffic" environment;

- Additional capacity to expand freight, regional and commuter rail services on the existing spine by segregating a portion of the high speed services on to the new alignment;

[2] *The Amtrak Vision for the Northeast Corridor, 2012 Update Report*

- Capacity to support robust service levels between major city pairs on a new alignment while the decades-long effort to rehabilitate the existing NEC is underway;

- Expanded commercially viable services that likely won't require large operating subsidies;

- Improved connectivity between Regional and Intercity services;

- Capacity expansion within the corridor with fewer disruptions to ongoing service during construction;

- Greater shifts in travel to a more environmentally-sustainable mode that also relieves congestion on the corridor's highways and airports;

- Tremendous transit-oriented and sustainable development opportunities associated with new stations and alignments; and

- Major community regeneration opportunities for existing NEC-served communities through expanded service and reduced trip times that will increase access to large labor and commercial markets.

Amtrak generally finds the specific infrastructure and routing elements included in Alternative 3 to be reasonable. However, Amtrak understands that while the Action Alternatives are presented as discrete options, the FRA's Preferred Alternative may be a blend of elements contained in the various Action Alternatives. With that in mind, Amtrak makes the following observations and recommendations regarding specific options for Alternative 3:

- The New Haven-Hartford-Providence-Boston route presents an alignment with more commercial activity within the proposed markets than the alternative New England routes evaluated.

- The Long Island route option within the New York to New Haven segment presents an opportunity to tap into a mature, dense market with relatively quick modal shift opportunities.

- The option for new alignments along the Interstate Highway 95 corridor between Rhode Island and New York State, inclusive – found in the other alternatives but not in Alternative 3 – should be included in the New England route options for service along the current NEC spine. While this option does not replace the need for a new high-speed alignment, introducing a higher speed rail alignment along the I-95 Corridor would offer significant mobility and resiliency benefits for services utilizing the current NEC spine, including current Northeast Regional services. These services include the growing number of off-corridor, state-supported route extensions that could greatly benefit from improved trip times on the NEC spine.

Alternative 3 includes most of the improvements contained in Alternatives 1 and 2, dictating major upgrades to the existing NEC spine occur in tandem with developing a new high-speed alignment. This practical requirement results in significant capital costs for this Alternative. This choice effectively subordinates the introduction of world-class high-speed rail in the NEC to the rehabilitation and improvement of the conventional NEC and obscures the consideration of the trade-offs that should be

analyzed between various investments in the two systems. For instance, a new alignment could mean certain improvements to the existing NEC spine may not be necessary or could be delayed. Similarly, developing a new alignment may only be appropriate within the horizon period for certain portions of the network. Variants of Alternative 3 should be developed and analyzed to achieve a state-of-good-repair for the existing NEC and focus capital expenditures on improvements that drive intercity rail performance and strong financial outcomes, as any rail operator and public and private investors seeking to carry out such a program of improvement would.

Amtrak's Concerns with the Analysis

While Amtrak generally supports Alternative 3, Amtrak believes the NEC FUTURE analysis fails to capture the true benefits of this transformative option and has not optimized the Alternative to create a commercially viable system. We believe crucial assumptions built into the analysis substantively understate the relative benefits of higher levels of investment. In fact, several factors in the analysis lead to worsening outcomes despite successive increases in capital investment, most notably progressively declining commercial performance. We believe these findings are contrary to international experience and risk sending NEC FUTURE off course

It is Amtrak's strong recommendation that key assumptions are reconsidered before the FRA selects a preferred alternative.

Fare Assumptions: Overall, the fare policy assumptions contribute to a number of counter-intuitive ridership outcomes, which materially affect the assessment of alternatives. Non-express fares are reduced by 30% relative to existing Amtrak fares in the Action Alternatives, whereas fares are not adjusted at all in the No Action Alternative (Section 4.2.2.2; Section 9.4.1.3). Amtrak believes this assumption creates a distortion when comparing the Action Alternatives with the No Action Alternative, dilutes the proposed Intercity-Express ("IC-E") market product (whose rider profile typically involves air travel, the most environmentally harmful mode), and leads to a lower level of mode shift (Table 4-15).

As evidence, the daily frequency between Boston and New York is presented increasing from 10 to 72 on the IC-E service and 9 to 72 on Intercity-Corridor ("IC-C") service between the No Action Alternative and Alternative 3 (Table 28 of Appendix B.08). However, the ridership increase between Boston and New York is vastly different among the two service types: IC-E ridership is forecasted to increase by 33 percent, whereas IC-C ridership shows a 356 percent increase. While there are substantial travel time improvements in both product lines, this suggests a *significant underestimate of high-speed infrastructure and service utility*.

The fare strategy within the Action Alternatives is not intended for a fare-maximizing or ridership-maximizing analysis (page 4-15). We are concerned this approach damages the case for selecting an action alternative and has overlooked an opportunity to review existing fare structures across all service types. It would seem reasonable, for example, to attach a fare premium to transformative services resulting from major investment. In addition, under current law[3], Amtrak is required to maximize revenues in order to minimize government subsidies, which is clearly at odds with NEC FUTURE's approach to fare policy.

[3] 49 USC 24101 (d)

In short, the DEIS lets a seemingly arbitrary determination of potential fares drive the entire analysis. More prudent fare assumptions that comply with federal law and that reflect Amtrak and commuter rail policies should be incorporated into the analysis for the Final EIS (FEIS).

Alternative Service Specifications: A critical service component that affects the evaluation of alternatives is presuming a new service type ("Metropolitan") in all three Action Alternatives. Metropolitan service operates at high maximum speeds (160 mph) with rapid acceleration and deceleration rates; high frequency levels (typically 4 trains/hour, on a standard interval pattern) and stops at all stations served by today's slower Amtrak *Regional* services and at selected stations served today only by commuter service providers. Whether or not this type of service innovation is appropriate cannot be properly evaluated since it is featured in every investment case.

Expanded Metropolitan high frequency service, with fares set well below IC-E levels, diverts significant demand away from express high-speed rail service. Further, in our view the demand modeling does not account for passenger responses to different rail options and amenities that can be observed today, and it underestimates the likely appeal of express high-speed rail service to future travelers. The net effect is a decrease in the commercial performance of rail operations on the Corridor (Table 4-15). A scenario that encourages passengers to switch from higher-priced, premium service to a slower but significantly cheaper service, is likely detrimental to the financial feasibility of NEC investments. This scenario would, in Amtrak's estimation, introduce large public subsidy requirements to sustain the Metropolitan service and all-but-eliminate Amtrak's ability to finance the service on a sound commercial basis.

The ridership and revenue modeling assumptions need to be re-assessed without Metropolitan Service to demonstrate a more balanced evaluation of intercity rail alternatives.

Service Frequencies and Load Factors: Substantial increases in service frequency are assumed for the Action Alternatives. For example, up to 151 trains per day between New York and Washington are assumed under Alternative 3 for the IC-E and IC-C services combined (Table 5-19), a frequency equivalent to one train every 7 minutes with seating capacity as high as 980 seats (Table 14 of Appendix A to Appendix B.5). However, the demand modeling analysis assumes there is little to no impact on ridership for frequency levels above 50 trains per day per service (Sections 3.2.4.1 and 3.2.5.1 of Appendix B.8). This means transformative increases in train frequency do not translate to substantial ridership changes between alternatives and therefore the proposed infrastructure is overbuilt relative to its use.

This modeling approach assumes the average number of riders per train decreases significantly as additional trains are added. Average load factors reach very high and possibly unachievable levels in the No Action Alternative, while in Alternative 3, the load factor of the improved IC-E service drops to roughly a one-third of current Acela levels. With an annual ridership forecast of around 1.5 million one-way trips between New York and D.C. (Table 5-21), the implied number of passengers per train could be as low as 30 in Alternative 3 despite average fares remaining virtually unchanged and travel time and frequency vastly improved. The demand modeling assumptions should be re-examined to more closely align with observable consumer behavior.

Further, we question whether there is sufficient infrastructure to support the service frequencies and travel times proposed in the Action Alternatives, given additional capacity needed for regular, ongoing maintenance. A conceptual basic maintenance plan, based on reasonable assumptions of required track outages, should be included in the analysis to demonstrate sustainable levels of service frequency and trip time improvements for each Alternative.

Ridership Growth via Induced Demand and Air Modal Diversion: The NEC FUTURE demand modeling suggests that intercity ridership growth as a result of induced demand (journeys that would not otherwise be taken) and air modal diversion (journeys that would otherwise be taken by air) would be minimal. The levels are extremely low when compared to high-speed rail in other countries with comparable characteristics to the Northeast, and with modeling used in recent FRA-sponsored studies of California's High Speed Rail program.

The levels of induced demand -- 0.6 percent for Alternative 1 and 1.1 percent for Alternatives 2 and Alternative 3 (Section 6.3 of Appendix B.8) -- appear very low in comparison to international experience of between 6 percent and 27 percent on European high-speed rail systems such as LGV (Paris-Lyon), Eurostar (London-Paris), and Eurostar HS1 (London-Paris speed improvement). These ranges are commonly accepted in international rail planning projects. For example, in the United Kingdom the demand model which supports the business case for HS2 (high-speed rail service between London and several other British cities) suggests induced trips will form 24 percent of additional high-speed rail ridership.[4]

Closer to home, the induced demand for the proposed California High-Speed Rail system was predicted to be 2.1 percent to 2.2 percent.[5] While still low compared to high-speed rail studies elsewhere, these rates were nonetheless roughly double than those predicted by NEC FUTURE.

The NEC FUTURE analysis proposes that only 3.9 percent to 5.7 percent of the increase in intercity rail trips in the Action Alternatives would be diverted from air (Table 9-8). While acknowledging many air trips in the base numbers may be connecting to or from other flights, we believe this is an especially low diversion rate from air to intercity rail, especially considering that the Action Alternatives provide significant travel time savings from the No Action Alternative. In Alternative 3, for instance, the New York to Boston station-to-station travel time on IC-E service is reduced to 2 hours, 1 minute and on IC-C to 2 hours, 26 minutes (Table 9-17). Both trip times should result in effective competition with air travel after accounting for airline terminal security and wait time. Indeed, the California high-speed rail analysis predicts a diversion rate from air to high-speed rail of up to 24 percent,[6] much higher rate than NEC FUTURE.

What is clear from a careful analysis of the NEC FUTURE modal share data is that a large part of the overall trip diversions to intercity rail is *within* the rail category itself; that is, passengers who would have taken intercity express are diverted to intercity non-express services. The data shows that modal share of

[4] Steer Davies Gleave. *Review of the NEC FUTURE Draft Tier 1 EIS*, February 2016 ("SDG Report"), p.26
[5] SDG Report, Appendix A: Revenue and Ridership Forecast Comparisons with California High Speed Rail, Table A.5
[6] *Ibid.*

intercity rail (both IC-E and IC-C) between No Action and Alternative 3 increases substantially from 3.3 percent to 6.7 percent while the modal share for air travel barely changes from 4.0 percent to 3.5 percent (Appendix B.08: appendix I, tables I-1 through I-8). This outcome seems to result from the decision to propose substantially reduced fares for intercity non-express in the Action Alternatives. While this fare policy may have advantages for some rail passengers, it does little to divert traffic away from the region's already congested and capacity-constrained airports. The fare assumptions used for demand forecasting should be re-worked in the FEIS to provide a more accurate picture of future modal shifts resulting from increasing investments in high-speed rail.

Travel Model Analysis: The underlying assumptions of intercity travel preferences within the NEC FUTURE study are contrary to what other studies have shown. For example, the travel model analysis shows rail to be the *least preferred* mode relative to auto, air and bus for both business and non-business travelers (Tables 14 and 16 of Appendix B.08) when observed service attributes like travel time, cost, and frequency are already accounted for. This finding is not consistent with other international and U.S. intercity passenger rail studies where, all things being equal, high-speed rail is always assumed to be more attractive than the air mode.[7]

In addition, the FRA has opted to constrain distinctions between different types of passenger rail modes -- that is, unobserved attributes (e.g., comfort, convenience, seat pitch, ability to work onboard, etc.) that are not already accounted for in other travel components such as travel time, cost, and frequency, were made to be equal across all rail options (Table 14 of Appendix B.8). This is contrary to typical intercity modeling practice where express rail services are considered more attractive than regional rail services, all else being equal,[8] and is another factor contributing to undervaluing of IC-E services and the questionable modal shifts discussed earlier. A re-examination of travel preference assumptions needs to be incorporated in the FEIS.

Other Analytical Concerns: Amtrak has additional concerns regarding the following:

- The DEIS makes no distinction between levels of **increased service reliability** under the Action Alternatives. Despite the FRA's recognition that the increase in reliability is an important benefit to users and operators (Section 6.3.4.3), the choice not to differentiate these impacts between the alternatives, nor to undertake some kind of estimation, understates potential ridership growth and leaves the reader with only a partial view of what transformative rail infrastructure investments can provide.

- The **economic development impacts** within the Action Alternatives could be much greater than the DEIS suggests. Experience from overseas suggests that the combination of labor market effects (i.e., better matching workers' skills to jobs) and agglomeration effects (i.e., economic efficiencies among close urban markets) are typically in the order of 10 percent-30 percent of travel market effects.[9] Given the characteristics of the Northeast -- its population density and

[7] SDG Report, p. 27
[8] *Ibid.*
[9] *Ibid.*, p. 33, Table 3.1

clustering of major markets -- there are good reasons to believe that the impacts on the NEC could be towards the upper end of this range. However, the DEIS does not include these components in its quantitative evaluation of travel market effects (Section 6.3.4).

- The DEIS states that the opportunity for additional ridership as a result of **improved connectivity between Regional and Intercity services** may have been underestimated because ridership forecasts for these services were estimated separately (Section 9.4.1.2). Given the substantial frequency increases in the Action Alternatives, the connectivity benefits could be quite significant as intercity rail travel becomes much more convenient for suburban residents and businesses.

- **Disruptions** to existing services during construction have not been considered adequately. International experience suggests extended service disruptions have considerable impact and ridership can take up to five years to respond fully to service improvements. Further, the impact will vary depending whether the work occurs on or off existing track.

- The **comparison of costs and benefits** in the NEC FUTURE analysis appears to understate the long-term value of the investments by artificially cutting off analysis at the 2040 time horizon. Assets, many with useful lives of over 100 years, and spanning the 2040 horizon, are simply not recognized for their enduring benefit beyond 2040. Further, the Action Alternatives analysis does not generally assign capital costs associated with each Alternative to Intercity and Regional services or discuss which set of service requirements are driving which set of investments. This obscures possible trade-off analysis between various investments.

- Consideration of **freight development** and its impact on alternative infrastructure options is limited. Beyond recognizing capacity and reliability constraints inherent to shared-use infrastructure (pages 3-8 and 3-13), there is no real comparative analysis of how the different alternatives impact freight traffic.

- The opportunities to create wider **transportation hubs** (including transit, pedestrian, bicycle, bus) were given limited consideration in the station development discussion (Section 6.3.5.1).

Alternative/Complementary Investment Scenarios: Amtrak recognizes that given the NEC Future's 2040 time horizon, less intensive (and comprehensive) investment scenarios than Alternative 3 may be deemed supported as the preferred alternative, especially in light of anticipated funding, environmental and constructability factors. Under such scenarios, short of a transformative approach, Amtrak would prefer Alternative 2 as the next-best outcome to advance toward a Record of Decision. We specifically recommend including in the preferred alternative a new alignment in the I-95 corridor between Kingston, Rhode Island and New Rochelle, New York, and other high-performance infrastructure improvements elsewhere along the NEC spine (as examples, Alternative 2's New Haven-Hartford, Philadelphia International Airport and northeastern Maryland express alignments, as well as curve modifications at select NEC-spine locations) aimed at substantial intercity rail trip-time improvements that could significantly narrow the gap between the maximum incremental benefits delivered by the Alternative 3 and those of other alternatives.

AMTRAK

Conclusion

Amtrak favors a transformational NEC investment strategy -- one that enables the phased creation of a sustainable, world-class transportation system able to support and act as a catalyst for the region's continued economic growth.

Prior to selecting its preferred alternative, Amtrak requests that the FRA evaluate Amtrak's concerns, particularly the ridership and revenue modeling assumptions underlying the NEC FUTURE analysis. We believe re-working of specifications and assumptions is required before conclusions can be accurately drawn. This need not -- and should not -- be a lengthy process, but should help clarify and better align the outcomes, documented to the high standards that the process has followed to date.

Amtrak appreciates the opportunity to review its analytical findings with the FRA and the public.

Sincerely,

Joseph H. Boardman
President and Chief Executive Officer

Enclosure: *Review of the NEC FUTURE Draft Tier 1 EIS*, Steer Davies Gleave report for Amtrak, February 2016.

steer davies gleave

Review of the NEC FUTURE Draft Tier 1 EIS

Report
February 2016

Amtrak

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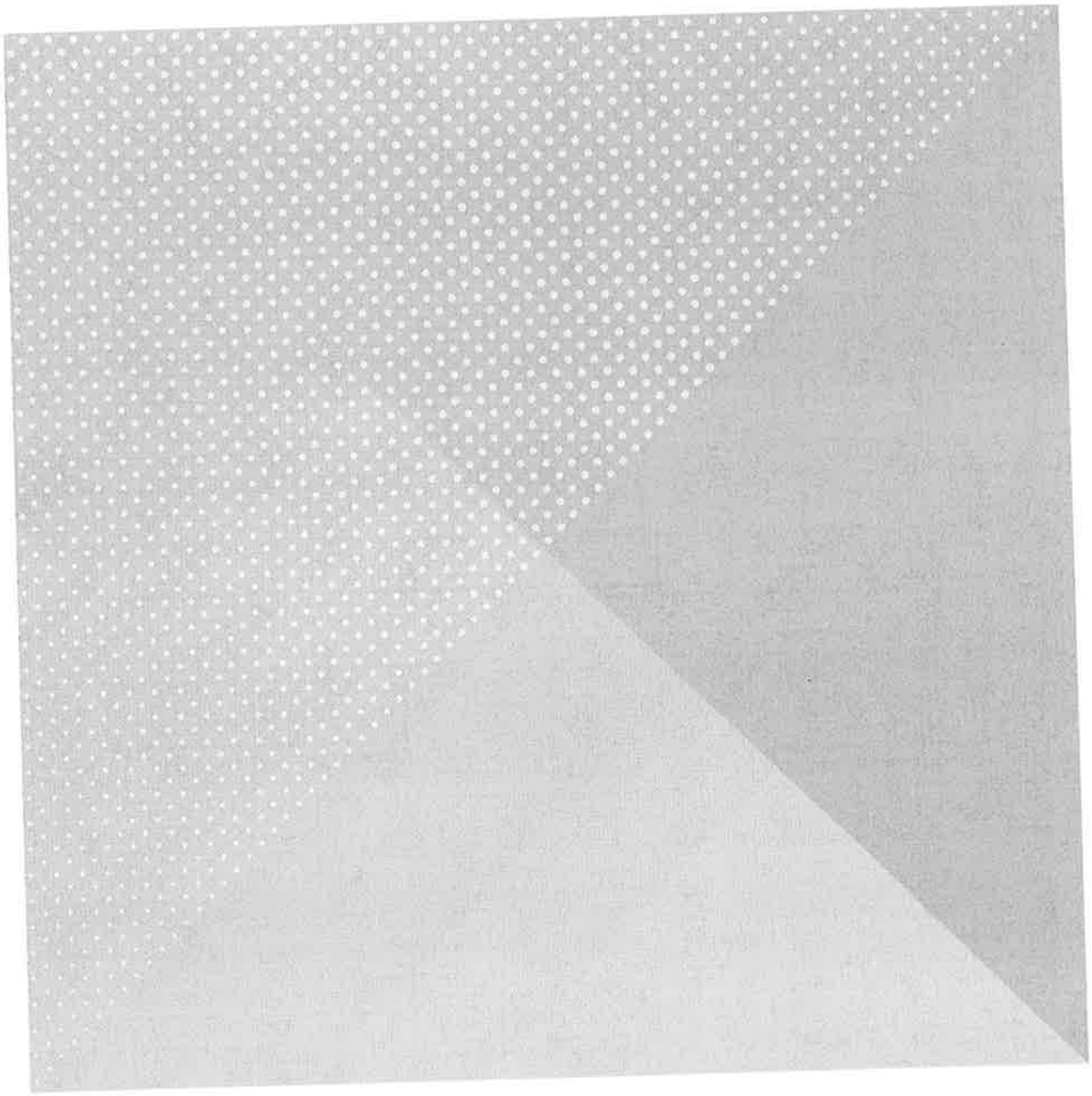

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Review of the NEC FUTURE Draft Tier 1 EIS

Report
February 2016

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Contents

Executive Summary i

Introduction i

Overview i

1 Introduction and Overview 1

Introduction 1

Overview 1

2 Approach 3

Introduction 3

Markets Served 5

Service Types 5

Service Planning Assumptions 7

Alternatives – Key Features 10

Commercial and Operating Effects – Some Key Observations 17

3 Analytical Methodology 21

Introduction 21

Evaluation Methodology: Demand and Ridership Forecasts 21

Evaluation Methodology: Economic Effects 29

4 Other considerations 35

5 Way Forward 42

Figures

Figure 2.1: Annual Regional Rail Train Trips by Alternative 9

Figure 2.2: Average Load Factor comparison 18

Figure 2.3: Average fare comparison 18

Figure 2.4: Average Speed Comparison 19

Figure 2.5: Comparison of net financial contribution of Intercity services 20

Figure 3.1: Indexed Change in Ridership and Frequency Between Key Station Pairs 22

Figure 3.2: Rail Modal Share in Select Markets 24

Figure 3.3: Direct and indirect employment estimates 31

Figure 4.1: Key Figures on Global High-Speed Rail Development 40
Figure 4.2: Characteristics of Global High-Speed Rail Service 40

Tables

Table 2.1: Frequency (Sum of IC-E and IC-C trains per day per direction) 7
Table 2.2: Intercity Express travel time 7
Table 2.3: Overview of Alternatives 10
Table 2.4: Key metrics – No Action Alternative 13
Table 2.5: Key Metrics –Alternative 1 14
Table 2.6: Key Metrics –Alternative 2 14
Table 2.7: Key Metrics –Alternative 3 16
Table 2.8: Net revenue contribution and Capital Cost Estimates 17
Table 3.1: Sample of Agglomeration and Labor Market Impacts as a proportion of User Benefits 33

Appendices

A **Revenue and Ridership Forecast Comparisons with California High Speed Rail**

Executive Summary

Introduction

Steer Davies Gleave was asked by Amtrak to undertake an independent review of the Draft Tier 1 EIS published by NEC FUTURE in November 2015, with particular focus on the analysis relating to revenue and ridership projections and the long term economic effects. This report documents our key findings and includes our suggestions for further improvements that the FRA may wish to consider before finalizing the Tier 1 EIS for the Northeast Corridor. The comments and suggestions contained in this report represent the views of Steer Davies Gleave.

Overview

Overall the Draft EIS provides thorough, transparent and extensive documentation, forming part of a comprehensive planning effort to define a long-term vision for the corridor that includes passenger high-speed rail.

But the question of which of the three identified investment alternatives performs best against the chosen EIS criteria (*maintain/grow/transform*) has not been adequately investigated. In addition, there are significant questions around the analysis carried out to date that should be addressed before the FRA seeks to reach decisions on its preferred alternative.

There are several factors in the supporting analysis that lead to *worsening* outcomes (of which the most visible is progressively declining commercial performance) with successive *increases* in capital investment in the alternatives. Average load factors reach very high and possibly unachievable levels in the No Action case, while in Alternative 3 ("transform") the load factor of the improved IC-E service drops to around a third of current levels on Acela, despite the average fare remaining virtually unchanged and travel time and frequency vastly improving.

Four examples of questionable assumptions made as input to the analysis are:

- A reduction in fares from the current level is assumed for all but the Inter City Express (IC-E) service in the Action alternatives. This is the exact opposite of what might be expected in practice, where a better offer in a competitive travel marketplace – at least for intercity travel – might be expected to attract some increasing levels of fares premium.
- A proposal for a new high frequency "Metropolitan" service tier in all action alternatives, with fares set at a level well below those for the IC-E service (and below even the No Action alternative Intercity Corridor (IC-C) service), diverts a significant amount of demand away from the less frequent limited stop (high-speed) IC-E service. The demand modeling methodology employed does not account for market responses to rail product differentiation that can be observed today, and it underestimates the likely appeal of IC-E service to corridor travelers. Meanwhile the Metropolitan service concept, in combination with unchanged IC-C services, would make for inefficient utilization of track capacity: the Metropolitan service overlay is an expensive use of extra capacity.
- The demand modeling suggests inexplicably low levels of both induced demand estimates (in comparison with actual experience as well as modeling of high-speed rail in other comparable situations) and modal diversion to improved rail (in comparison with, for example, recent FRA-sponsored studies of California's HSR program).
- Substantial increases in service frequency are assumed for the action alternatives (with, for example, up to 151 trains per day between New York and Washington under

alternative 3 for the IC-E and IC-C services combined). But the demand modeling analysis assumes there is little to no impact on ridership for frequency levels above 50 trains per day per service.

These and other shortcomings in the analytical methodology give rise to counter-intuitive and potentially faulty conclusions. **It is recommended that each of the alternatives should be re-specified with service levels and fares that meet demand on a broadly consistent basis in terms of load factors, and without a presumption of a new (Metropolitan) tier of service.**

There are also some notable areas of omission. A number of important indirect benefits that would be realized under the Action alternatives have not been quantified within the study, including increased connectivity, added network resilience, improved service reliability and aspects of economic growth.

There are five further key areas of analysis that the EIS would have been expected to cover but which are substantively missing:

- Deliverability – including important questions of *disruption* to existing rail services while upgrade works are carried out (potentially largely avoidable by construction of new alignments) and of *funding*, including what would be the most propitious approach to seeking non-Government/tax-payer sources of capital investment funds.
- Commuter service development – which is entirely neglected, yet the scope for each state and commuter rail service provider to expand its operations using released capacity in alternatives where high-speed inter city services are diverted off-corridor, is a crucial area of benefit.
- Freight development – beyond the protection of existing access rights.
- Hub station development – and the opportunities to create a wider non-highway based transportation mode.
- Beneficial effects on competing modes (highways and airports).

Consideration of these areas will provide a more comprehensive picture of the costs and benefits of each alternative and it is therefore **recommended that these should be considered and included in the evaluation and selection of the Preferred Alternative.**

Overall Conclusions

The Draft EIS overstates the costs of expansion of services in the corridor: the options tested have unsupportable low load factors – and it is not clear that it would be worth investing in the "Metropolitan" service concept.

The demand analysis underestimates the likely market response to the improvements examined. Higher frequency options are precluded from generating a positive market response because of assumptions made in the demand forecasting.

Benefits from induced travel (journeys that would not otherwise be made), from relieving the stress on competing travel modes, and from transformed on-time service reliability, are each seriously underestimated. The benefits attributed to agglomeration effects are much lower than comparable international estimates, and the benefits attributable to urban redevelopment have only been formulated at an indicative level.

Little attention has been paid to access to rail stations, to commuter rail as well as intercity rail. We suggest that expanded access transportation (by the full array of available transportation modes) should feature in a programmatic level EIS since they are an inescapable part of expanding the role of rail in the NEC.

We respectfully suggest that the FRA should re-examine the specifications and assumptions that are identified above (and in greater detail later in this document) before drawing conclusions on the preferred alternative. This need not and should not be a lengthy process, but clearly stakeholders will wish to see the results of such work, documented to the high standards that the process has followed to date.

1 Introduction and Overview

Introduction

Steer Davies Gleave was asked by Amtrak to undertake an independent review of the Draft Tier 1 EIS as published by NEC FUTURE in November 2015, with particular focus on the analysis relating to revenue and ridership projections and the long term economic effects. This report documents our key findings and includes our suggestions for further improvements that the FRA may wish to consider before finalizing the Tier 1 EIS for the Northeast Corridor. The comments and suggestions contained in this report represent the views of Steer Davies Gleave. The report includes references for the sources of evidence used in its preparation.

Steer Davies Gleave (SDG) is a leading independent transport consultancy. The firm was founded in 1978 and has throughout its history served the rail and other transportation sectors providing financial, economic, technical and commercial expertise for central and regional governments, regulators, operators and investors. With offices in the USA, Canada, Europe, Latin America and Asia, SDG is able to bring international insights and collective experience to provide clients with informed and objective advice.

Overview

This document sets out our comments and findings from our review of the NEC FUTURE, the Draft Tier 1 EIS, the content of which has been prepared and issued by the Federal Railroad Administration (FRA) in November 2015 following two and a half years of research and analysis. The Draft EIS is part of a comprehensive planning effort to define a long-term vision for the Northeast Corridor that includes passenger high-speed rail.

As the Draft EIS states, the NEC should be regarded as a national asset, serving a "mega-region" that accounts for 30% of US jobs, linking four cities that are in the top 25 of cities worldwide. By 2040, an additional seven million residents are expected in the Northeast region, yet no transportation mode has the capacity to accommodate the increase in travel demand this will bring. These are the challenges addressed within the Tier 1 programmatic EIS.

The Draft EIS is intended to set a framework for future Tier 2 project-level assessments. Its importance lies in establishing the overall policy direction and the need for investment. Options are described conceptually, rather than as specific alignment designs, and this is appropriate at this stage.

By considering a planning horizon through 2040, the FRA is able to distinguish the choices available: to do nothing; to maintain the role of rail in the NEC; to grow the role of rail in the corridor; or to transform the role of rail. This represents a logical and helpful approach. A time horizon of 25 years+ is appropriate given the scale of growth and investment. It exposes the

need to move above and beyond questions of annual budgets and to seek the efficiency and flexibility that can flow from investments conceived as part of a longer term vision.

The Draft EIS provides thorough, transparent, and extensive documentation. It is to be subject to a period of public review and comment, during which the FRA will hold public hearings and meetings throughout the Northeast region and identify a Preferred Alternative.

Where necessary, we raise questions about the Draft EIS analysis, which in some respects has surprising and – we would suggest – unlikely and counter-intuitive implications. We provide further evidence from other studies and experience observed elsewhere.

In section 2, we summarize how the FRA developed alternatives for consideration in the Draft EIS and we highlight the importance of assumptions made about service specifications. These have a crucial effect on the apparent merits of the infrastructure alternatives and we explore what each defined alternative implies in terms of load factors and commercial outcomes.

In section 3, we review the FRA's analytical approach to demand forecasting and evaluation, including, for example, assessments of the attractiveness of different travel modes. Our review suggests that the demand for improved rail service could be much higher if full account is taken of, for instance, the transformational effects of a world class integrated high speed passenger rail system operating at high frequency and high levels of reliability, and that the agglomeration benefits of the investment alternatives could also be much greater than the Draft EIS suggests.

In section 4 we consider other areas that have either been omitted from the draft Tier 1 EIS or would warrant further examination because they are sufficiently significant to affect judgments about how the preferred alternative should be developed.

In the final section, we contribute some thoughts on the way forward towards a preferred alternative, defined at a program level. The "maintain" and "grow" alternatives considered in the EIS have merits. But the Draft EIS does not make fully clear the need to expand network capacity. The safest and most efficient way to achieve this is to provide separate infrastructure for high-speed, commuter rail, and freight services. This is what transformational investment would achieve. We respectfully suggest that this is a possible and credible outcome and that the way forward should be driven by a vision that does not preclude transformational investment in the NEC.

2 Approach

Introduction

In this section we summarize how the FRA developed alternatives for consideration in the Draft EIS and highlight the importance of assumptions made about service specifications.

The *NEC Future, the Draft Tier 1 EIS* forms part of a comprehensive planning effort, the NEC FUTURE Program, to define a long-term vision for the corridor:

- With the **Purpose** of upgrading aging infrastructure and improving the reliability, capacity, connectivity, performance, and resilience of future passenger rail service on the NEC for both Intercity and Regional trips, while promoting environmental sustainability and continued economic growth
- Addressing the **Need** which includes aging infrastructure, additional capacity to accommodate growing population and employment, gaps in connectivity, compromised performance, resiliency, environmental sustainability, and economic growth.

A planning horizon of 2040 has been adopted for this vision, which is appropriate given the scale of growth and investment contemplated, but account also needs to be taken of the period after 2040.

Four alternatives have been evaluated. These comprise a No Action alternative and three Action alternatives to address the Purpose and Need of the NEC FUTURE Program, where each Action alternative defines a different role for rail on the NEC:

- Alternative 1 - maintain the current role of rail
- Alternative 2 - grow the role that rail plays in regional transportation
- Alternative 3 - transform rail as the mode of choice for transportation in the region.

In contrast, the No Action alternative seeks to deliver only sufficient investment to preserve today's service levels (defined as the number of trains per hour by operator and type of service) in the future. Essentially, the No Action alternative is specified as a "do minimum" alternative, rather than a "do nothing" alternative, the consequence of which would result in a decline and potential cessation of passenger rail services on the corridor.

The FRA determined that at the first stage of environmental analysis a Tier 1 EIS was appropriate due to the complexity of the NEC and the multi-jurisdictional nature of the passenger rail operations. The process was initiated with a formal Scoping period in which comments from the public and other stakeholders were solicited to inform the development of the alternatives and scope of the environmental analysis. The Scoping period was concluded in Autumn 2012.

We recognize that the level of analysis required for Tier 1 is necessarily at a relatively high level rather than at the greater level of detail necessary for a Tier 2 EIS. However, as explained in the following sections, some aspects of the methodology and assumptions employed in the analysis give cause for concern as they appear to have led to some unexpected and counter-intuitive results.

We understand that the FRA will identify a Preferred Investment Alternative to be carried forward for analysis in the Final Tier 1 EIS. The identification will be based on the analysis presented in this Draft Tier 1 EIS and following consideration of public and stakeholder input received during the public comment period. The Preferred Alternative may include elements from each of the Action alternatives and may involve re-packaging elements of the Action alternatives.

The alternatives considered in the Draft Tier 1 EIS were developed from a list of 100 "initial alternatives" which were later screened to 15 "preliminary alternatives"[1] based around four program levels, which ranged from achieving state of good repair with modest service improvements to a level in which a world class high speed rail system would be achieved through the addition of a new spine. Screening of the 15 "preliminary alternatives" was achieved by application of evaluation criteria with metrics determined for five criteria themes: Growth and Capacity Expansion; Aging Infrastructure; Service Effectiveness and Performance; Connectivity; and Environmental Consequences[2]. The FRA considered three route options for a second spine between New York City and Hartford, CT, and three new off-corridor routes for a second spine between Hartford, CT, and Boston. These were consolidated to four options for the second spine between New York, Hartford and Boston, although the FRA acknowledges that the dismissed routes could become part of a longer-term investment program to improve access to markets beyond the NEC or along connecting corridors[3].

The FRA re-packaged the Preliminary Alternatives into three distinct Action alternatives to meet the Purpose and Need[4]. The approach involved three elements:

- Define geographic markets to be served and assumptions about the level of passenger rail service that will be provided to these markets
- Determine the infrastructure improvements that support this level-of-service
- Identify a Representative Route (or footprint) that connects these markets.

The FRA developed the Action alternatives to understand and quantify key rail market and service dynamics, such as the trade-offs between frequency of service, travel time, fares, and the convenience of one-seat service between markets[5]. While the FRA has sought to define three contrasting Action alternatives, with each representing a distinct long-term vision for improving passenger rail services, they are also intended to share some common attributes, notably:

- Maintain and improve service on the existing NEC

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[1] Draft Tier 1 EIS, Table 4-2 of Chapter 4

[2] Draft Tier 1 EIS, Table 4-3 of Chapter 4

[3] Draft Tier 1 EIS, Section 4.1.2.1 of Chapter 4: Preliminary Alternatives Dismissed

[4] Draft Tier 1 EIS, Section 4.1.3 of Chapter 4: No Action and Action Alternatives

[5] Draft Tier 1 EIS, Section 4.2 of Chapter 4: Characteristics of Action Alternatives

- Bring the NEC to a state of good repair by replacing or renewing aging infrastructure on the existing NEC and eliminating the backlog of infrastructure requiring replacement so that all future capital upgrades are planned and implemented according to a regular replacement cycle
- Address the most pressing capacity and service chokepoints that constrain capacity on the existing NEC
- Protect freight rail access and the opportunity for future expansion
- Incorporate national and international best practices to address capacity constraints, broaden the mix of station pairs served, improve performance, and generate operating cost efficiencies.

Steer Davies Gleave supports the principle of a market-driven approach and the key attributes that are attributed to each of the alternatives.

Markets Served

The FRA has identified four primary markets – Washington, D.C., Philadelphia, New York City, and Boston – and has conducted analyses of current travel demand and projections for ridership and population growth[6]. Other study area rail markets include smaller intermediate cities or urban and suburban areas, some of which are located directly on the NEC, (e.g. Baltimore, MD, Wilmington, DE, and New Haven, CT) while others are located away from the NEC (e.g. Hartford, CT, Ronkonkoma, NY, and Worcester, MA). The FRA distinguishes between interregional and regional markets[7]. Interregional markets involve trips that start and end in different metropolitan areas (e.g. Philadelphia and Boston), trips from intermediate cities to a primary metropolitan area, or trips between two intermediate cities[8]. Regional markets are those involving trips that are contained within a single metropolitan area[9].

Service Types

For the purposes of the analysis, the FRA has defined two primary service types, Intercity and Regional[10]. In principle, Intercity services are aligned with serving the Interregional markets while Regional services are aligned with serving the Regional markets, as defined above. The FRA defines Regional rail as passenger rail services within the travel shed of a metropolitan area providing local and commuter-focused services characterized by a high-percentage of regular travelers[11]. While this approach may reflect current market conditions, the travel opportunities afforded by some of the Action alternatives are likely to lead to significant changes in travel patterns, such as the growth of longer-distance commuting extending beyond single metropolitan areas. As defined, such travel would fall within the interregional

[6] Draft Tier 1 EIS, Section 4.2.1 of Chapter 4: Markets Served, Section 2.1 of Appendix B.5: Ridership Markets

[7] Draft Tier 1 EIS, Section 4.2.1.1 of Chapter 4: Interregional and Regional Markets, Section 2.1 of Appendix B.5: Ridership Markets

[8] Draft Tier 1 EIS, Section 4.2.1.1 of Chapter 4: Interregional and Regional Markets, Section 2.1.1 of Appendix B.5: Interregional Market

[9] Draft Tier 1 EIS, Section 4.2.1.1 of Chapter 4: Interregional and Regional Markets, Section 2.1.2 of Appendix B.5: Regional Market

[10] Draft Tier 1 EIS, Section 4.2.2 of Chapter 4: Service and Station Types, Section 2.2 of Appendix B.5: Service Types

[11] Draft Tier 1 EIS, Section 4.2.2 of Chapter 4: Service and Station Types, Section 2.2.1 of Appendix B.5: Intercity

market definition. In section 3 we further discuss the potentially significant impacts of increased interregional connectivity on passenger demand and the broader economy.

Intercity passenger rail services have been further sub-divided into sub-categories:

- Intercity-Express (IC-E) – defined as a premium intercity rail service operating at speeds of 160–220 mph on the NEC, making limited stops and only serving the largest markets[12]. The fares on these services are assumed to be higher than on non-Express services[13]
- Intercity-Corridor (IC-C) – defined as a conventional intercity rail service that operates at speeds of 110–160 mph on the NEC and on connecting corridors to markets beyond the electrified territory of the NEC[14]. This service provides connectivity and direct one-seat rides to large and midsize markets on the NEC, including the Keystone Corridor, between Harrisburg and Philadelphia, PA; the Southeast High-Speed Rail corridor south of Washington, D.C., serving Virginia; the Knowledge Corridor serving central Massachusetts and Vermont; and the Inland Route between Springfield and Boston, MA.

The *Intercity-Corridor* service, in turn, includes three types of service[15]:

- A new service concept described as "Metropolitan", to offer an improved service to new and intermediate markets and key transfer locations, with stops at more stations than the current Northeast Regional service
- "Intercity-Corridor-Other" - a successor service to the current Northeast Regional service to provide connectivity and a direct service between non-electrified connecting corridors and the large and mid-size markets on the NEC
- "Long Distance" - long-distance service such as the existing Amtrak services to Florida, New Orleans, and Chicago. FRA has assumed that the level of long-distance train service on the NEC will remain constant through the 2040 horizon period.

A feature of the "*Metropolitan*" service is that it would be operated with high-performance train sets at up to 160 mph, achieving travel times competitive with current Intercity-Corridor service while making additional stops. By contrast, the "*Intercity-Corridor-Other*" services are assumed to have operating characteristics similar to today's Amtrak Northeast Regional trains, which will be dual-mode in the future, with top speeds of 125 mph on the NEC and up to 110 mph off of the NEC.

Given the visionary nature of this planning effort, it seems inappropriate for the purposes of the analysis to specify "Intercity-Corridor-Other" services with inferior operating characteristics to "Metropolitan" services when operating on the NEC. The capacity of the corridor is likely to be compromised by a mix of operational capabilities and the differential in achievable travel times between the "Metropolitan" and "Other" services creates a potentially artificial distortion in the distribution in demand between these services.

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[12] Draft Tier 1 EIS, Section 4.2.2 of Chapter 4: Service and Station Types, Section 2.2.1 of Appendix B.5: Intercity

[13] Under all Alternatives the average fares for IC-E services have been assumed to remain unchanged from those of the existing Acela service (shown as around $160), whereas the average fare for IC-C services is assumed to drop by 30% from a current level of around $70 (see Figure 2.3:)

[14] Draft Tier 1 EIS, Section 4.2.2 of Chapter 4: Service and Station Types, Section 2.2.1 of Appendix B.5: Intercity

[15] Draft Tier 1 EIS, Section 4.2.2 of Chapter 4: Service and Station Types, Section 2.2.1 of Appendix B.5: Intercity

Service Planning Assumptions

Indicative service plans have been developed for each alternative, and these underpin the analysis that supports the evaluation of the alternatives. Details of these service plans, such as timetables showing stopping patterns, are omitted from the Draft Tier 1 EIS documentation, but station-to-station travel times and frequencies presented within the EIS help to illustrate the service plan assumptions for each alternative (see Tables below).

Table 2.1: Frequency (Sum of IC-E and IC-C trains per day per direction)

Station Pair	No Action	Alternative 1	Alternative 2	Alternative 3*
Washington-Philadelphia	38	70	110	154
Philadelphia-New York	48	86	118	184
New York-Boston	19	47	92	147
Washington-Boston	**17**	**40**	**57**	**105**

*Average of Alternative 3 options
Source: Analysis derived from Table 5-19 (Chapter 5) of Draft Tier 1 EIS

Table 2.2: Intercity Express travel time

Station Pair	No Action	Alternative 1	Alternative 2	Alternative 3
Washington-Philadelphia	1:37	1:37	1:29	1:04
Philadelphia-New York	1:07	1:04	0:55	0:43
New York-Boston	3:31	2:54	2:33	2:01
Washington-Boston	6:33	5:45	5:07	3:57

Source: Table 5-18 (Chapter 5) of Draft Tier 1 EIS

The Draft EIS sets out an approach to service planning for the Action alternatives in which schedules are headway-driven such that virtually all NEC services would operate at regular "clockface" 15-, 30-, or 60-minute intervals, with local stations generally being served by 2 to 4 trains per hour (tph) during peak periods (and major stations more)[16]. The Draft EIS mentions the benefits that such regular standard pattern services could provide for passengers, including allowing easier connections with other rail and local transit services. "Pulse-hub" operations at key hub stations such as Philadelphia 30th Street are also suggested but no attempt has been made to assess the implications of these service developments[17]. We acknowledge the connectivity benefits that such integrated scheduling could bring, but note that there can be significant infrastructure implications to facilitate such operations, and these have not been explicitly identified.

Despite the proposed timetabling philosophy, neither the costs nor the benefits of such operations have been assessed in the accompanying analysis. The omission from the assessment of the potential ridership, revenue and benefits that would be expected to result from such improved connectivity associated with each Action alternative is a significant concern, as discussed in Section 3.

[16] Draft Tier 1 EIS, Section 4.2.2.1 of Chapter 4: Service Concepts and Operating Efficiencies

[17] Draft Tier 1 EIS, Section 5.7 of Chapter 5: Pulse-Hub Operations

The FRA determined that applying a 30% discount to current fares on non-express services would attract additional riders and still cover operating expenses[18]. This assumption was applied for non-express services in each of the Action alternatives in estimating ridership, revenues, and O&M costs[19]. However, no such adjustment was applied to the No-Action alternative[20], nor were similar adjustments made to the higher fares used for the Intercity Express services. As a consequence, the fare policy assumptions appear to be driving a number of counter-intuitive outcomes, as discussed further in Section 3[21].

The Draft EIS (Chapter 4, 4.2.2.1) states that integrated ticketing and fares across the NEC would potentially improve passenger convenience, and reduce station dwell times and overall travel times[22]. However, the additional demand induced by the convenience value of integrated ticketing and fares does not appear to have been factored into the forecast demand and revenue analysis.

Regional Rail

The significant levels of investment, particularly in the second and third Action alternatives, create major increases in capacity. The Draft Tier 1 EIS suggests that this will provide for increases in the level of Regional services by up to 140% as shown in Figure 2.1: below. However, the demand, revenue, wider benefits and costs associated with these services have not been estimated and have therefore been excluded from the quantitative elements of the evaluation of alternatives. Given that these represent major benefits for the populations living and working in the metropolitan areas, we consider this an important omission from the evaluation.

[18] Draft Tier 1 EIS, Section 4.2.2.2 of Chapter 4: Service Planning Assumptions – Fare Policy, Section 4.3 of Appendix B.5: Operations And Maintenance Costs

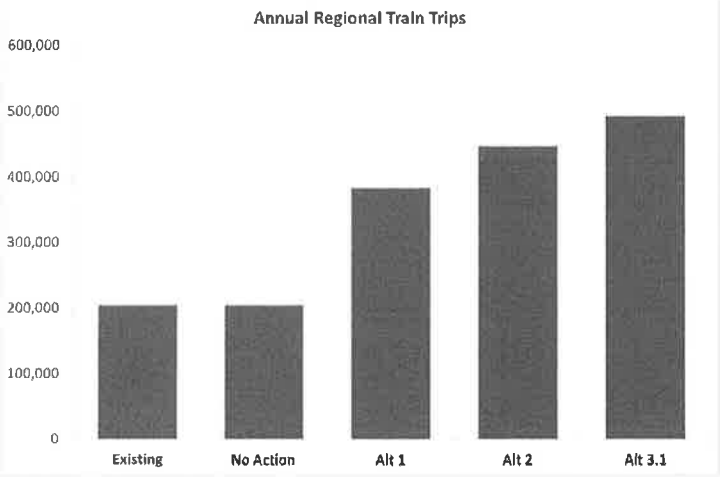
[19] Draft Tier 1 EIS, Section 4.2.2.2 of Chapter 4: Service Planning Assumptions – Fare Policy, Section 9.4.1.2 of Chapter 9: Capacity Utilization - Trip Diversion

[20] Draft Tier 1 EIS, Section 5.3.2 of Chapter 5: Rail Pricing

[21] Draft Tier 1 EIS, Section 6.1 of Appendix B.8: Impacts To Rail Linked Trips, Section 9.4.1.2 of Chapter 9: Capacity Utilization - Trip Diversion

[22] Draft Tier 1 EIS, Section 4.2.2.1 of Chapter 4: Service Concepts and Operating Efficiencies

Figure 2.1: Annual Regional Rail Train Trips by Alternative



Source: Appendix B, O & M Costs, Section 5, Tables 6 & 9 of Draft Tier 1 EIS

Shared Access and Consideration of Freight

It is stated that each Action alternative preserves freight access and operations on the NEC and does not preclude future expansion opportunities[23]. While four specific freight traffic growth opportunities have been identified (Chapter 4, section 4.2.2.2), it is unclear to what extent additional infrastructure (beyond that included in the incremental capital costs estimated for each of the Action alternatives) would be required to facilitate those growth opportunities. The economic value of realizing such growth in rail freight traffic does not appear to have been reflected in the Economic Effects analysis.

[23] Draft Tier 1 EIS, Section 4.2.2.2 of Chapter 4: Service Planning Assumptions - Shared Access and Consideration of Freight, Section 4.1.5 of Appendix B.5: Freight Rail, Section 4.7 of Appendix B.5: Freight Rail

Alternatives – Key Features

For reference, we summarize below the key features of the alternatives considered in the Draft Tier 1 EIS.

Table 2.3: Overview of Alternatives

Alternative	Role	Capital cost $ billion (2014)	Choke point relief	Additional tracks	New segments
No Action	Base	20		NJ Raceway	None
Action 1	Maintain	64-66	New Carrollton Newark DE Holly Interlocking Philadelphia flyover Trenton Metropark station Hunter flyover New Rochelle South Nowalk East Bridgeport Canton J - Readville	Bayview-Newark Elizabeth-Newark Apt Hell Gate-NY E Greenwich-Warwick Canton J – Route 128	70 miles new construction, including: • New Baltimore tunnel (2 miles) • Hudson River third and fourth tunnels and expanded Penn Station New York (3 miles) • Old Saybrook-Kenyon new segment (50 miles)
Action 2	Grow	131-136	New Carrollton Newark DE Philadelphia 30th St Trenton Metropark station Hunter flyover New Rochelle New Haven Canton J - Readville	Washington – New Carrollton New Carrollton-Halethorpe Bayview-Perryville Hellgate-NY Providence-Hyde Park	214 miles new construction, including: • Baltimore Tunnel (2 miles) • Aberdeen, MD, to Newark, DE (23 miles) • Wilmington, DE, Bypass (8 miles) • Baldwin, PA, to Philadelphia 30th Street Station via Philadelphia International Airport (10 miles) • Philadelphia 30th Street Station to Bridesburg, PA, through North Philadelphia, PA (8 miles) • North Brunswick, NJ, to Colonia, NJ (16 miles) • Elizabeth, NJ, to Secaucus, NJ (12 miles) • Secaucus, NJ, to Hell Gate Viaduct, Queens, NY via new Hudson and East River Tunnels and expanded Penn Station New York (8 miles) • New Rochelle, NY, to Westport, CT (29 miles) • Sharon, MA to Canton Junction, MA (3 miles)

Alternative	Role	Capital cost $ billion (2014)	Choke point relief	Additional tracks	New segments
No Action	Base	20		NJ Raceway	None
Action 3.1	Transform	283-294	New Carrollton Odenton Newark, DE Philadelphia flyover Trenton Metropark Station Hunter Flyover New Rochelle Canton J - Readville	Odenton-Halethorpe Hellgate-NY Providence-Hyde Park	**Second spine** 459 miles new construction, including: • Washington-New York (235 miles) • New York-Danbury-Hartford (113 miles) • Hartford - Providence – Boston (111 miles)
Action 3.2	Transform	267-277	New Carrollton Odenton Newark, DE Philadelphia flyover Trenton Metropark Station Hunter Flyover New Rochelle Canton J - Readville	Odenton-Halethorpe Hellgate-NY Providence-Hyde Park	**Second spine** 478 miles new construction, including: • Washington-New York (235 miles) • New York-Long Island-Hartford (132 miles) • Hartford - Providence – Boston (111 miles)
Action 3.3	Transform	280-291	New Carrollton Odenton Newark, DE Philadelphia flyover Trenton Metropark Station Hunter Flyover New Rochelle Canton J - Readville	Odenton-Halethorpe Hellgate-NY Providence-Hyde Park	**Second spine** 467 miles new construction, including: • Washington-New York (235 miles) • New York-Long Island-Hartford (132 miles) • Hartford - Worcester – Boston (100 miles)

Alternative	Role	Capital cost $ billion (2014)	Choke point relief	Additional tracks	New segments
No Action	Base	20		NJ Raceway	None
Action 3.4	Transform	296-308	New Carrollton Odenton Newark, DE Philadelphia flyover Trenton Metropark Station Hunter Flyover New Rochelle Canton J - Readville	Odenton-Halethorpe Hellgate-NY Providence-Hyde Park	**Second spine** 448 miles new construction, including: • Washington-New York (235 miles) • New York-Danbury-Hartford (113 miles) • Hartford - Worcester – Boston (100 miles)

Source: Section 4.6 of Chapter 4: Infrastructure Elements, Section 8.4 of Appendix B.5: Infrastructure Elements

No Action Alternative[24]

Consistent with NEPA requirements, the FRA identified a No Action alternative to provide a baseline for comparison. The No Action alternative identifies improvements that would occur regardless of NEC FUTURE. The No Action alternative includes committed or funded projects for the NEC through 2040. The No Action alternative continues today's service levels in the peak hours of operation – defined as the number of trains per hour by operator and types of service – but falls short of addressing existing capacity constraints, gaps in connectivity, or expansion to markets that are underserved by rail.

The No Action alternative includes the completion of transportation projects already planned and programed, or in-progress by 2040.

The capital cost estimate for the No Action alternative is approximately $20 billion (in 2014 prices) and includes the estimated costs for planned rail projects grouped into three categories:

- Funded projects or projects with approved funding plans – $8 billion
- Funded or unfunded mandates – $1 billion
- Unfunded projects necessary to keep the railroad running– $11 billion.

We note that the capital cost provisions of the No Action alternative include the New Jersey Raceway project and also procurement of a new fleet of high speed train sets, which will increase train seating capacity from 304 to 450 and allow for limited expansion of the Intercity-Express service. These investments should enable some modest travel time improvements, given the enhanced performance capability of the new high speed train sets and potential higher operating speeds between Philadelphia and Newark. However, the

[24] Draft Tier 1 EIS, Section 4.3 of Chapter 4: No Action Alternative, Chapter 7 of Appendix B.5: No Action Alternative

analysis indicates that the No Action alternative is assumed to result in no improvement on existing travel times.

Capital replacement or upgrading of infrastructure assets is assumed to be undertaken as necessary to maintain railroad operations at current levels, based on the condition of the assets. This includes some – but only a modest proportion – of the significant backlog of work associated with bringing the NEC to a state of good repair. The No Action alternative does not bring the NEC to a state of good repair. As a result, punctuality and reliability will be impaired, and this will lead to suppressed demand and additional costs such as those required to provide for contingency (e.g. rolling stock), disruption mitigation, asset repairs and spare resources. Such costs have not been identified or included in the analysis of the No Action alternative.

Table 2.4: Key metrics – No Action Alternative

Metric	Future Year - 2040
Intercity Ridership (million trips)	19.0
Intercity Revenue ($ million)	1,820.4
Intercity Revenue Train-miles (million)	8.97
Regional Revenue Train-miles (million)	10.11
Intercity apportioned O&M cost ($ million)	906.6
Intercity Net Contribution ($ million)	992.9
Total O&M cost ($ million)	1,571.9

Source: Analysis derived from Draft Tier 1 EIS, Appendix B, O & M Costs, Section 5, Tables 6 & 9 - 16

Action Alternative 1[25]

Alternative 1 *maintains* the role of rail as it is today in the region, with the level of rail service keeping pace with the population growth in the Study Area. Alternative 1 includes new rail services and commensurate investment in the NEC to expand capacity, add tracks, and relieve key chokepoints. Alternative 1 would bring the existing NEC to a state of good repair.

Alternative 1 would support increases in Intercity and Regional rail services, eliminating key chokepoints along the corridor, and increasing capacity at selected locations by adding additional track within the existing NEC and new segments parallel to and outside the existing NEC right-of-way.

It is noteworthy that even to "maintain" the role of rail as it is today, this Alternative includes the construction of 70 miles of new alignment segments, including a 50 mile new segment between Old Saybrook and Kenyon to provide a new inland route avoiding the constrained and potentially flood prone Shore Line route in Connecticut. Infrastructure work also includes relief to 12 choke points and some additional tracks to provide separate between different traffic flows.

[25] Draft Tier 1 EIS, Section 4.6.1 of Chapter 4: Alternative 1, Chapter 8 of Appendix B.5: Alternative 1

Metrics

Table 2.5: Key Metrics –Alternative 1

Metric	Future Year - 2040	% variance from No Action
Intercity Ridership (million trips)	32.6	+72%
Intercity Revenue ($ million)	2,037.9	+12%
Intercity Train-miles (million)	14.4	+60%
Regional Train-miles (million)	16.5	+63%
Intercity apportioned O&M cost ($ million)	1,326.9	+46%
Intercity Net Contribution ($ million)	846.4	-15%
Total O&M cost ($ million)	2,078.2	+32%

Source: Analysis derived from Draft Tier 1 EIS, Appendix B, O & M Costs, Section 5, Tables 6 & 9 - 16

It is notable that while the expansion of services provided under Alternative 1 results in a 72% increase in Intercity ridership, Intercity revenue for this alternative grows by only 12% and this leads to a 15% reduction in the net financial contribution of Intercity services compared to the No Action alternative. This surprising and unappealing result arises from the approach to modeling demand and revenue, where fare levels for IC-C services have been discounted (as discussed in Section 3).

Action Alternative 2[26]

Alternative 2 *grows* the role of rail, expanding rail service at a rate greater than the proportional growth in regional population and employment. Alternative 2 maximizes capacity of the existing NEC and removes speed restrictions where practical and safe and would bring the existing NEC to a state of good repair. Alternative 2 also provides a new segment between New Haven and Hartford, CT, and Providence, RI, improving performance between New York City and Boston while connecting to new markets in the Connecticut River Valley.

Metrics

Table 2.6: Key Metrics –Alternative 2

Metric	Future Year - 2040	% variance from No Action
Intercity Ridership (million trips)	37.1	+95%
Intercity Revenue ($ million)	2,486.7	+37%
Intercity Train-miles (million)	34.1	+281%
Regional Train-miles (million)	15.5	+53%

[26] Draft Tier 1 EIS, Section 4.6.2 of Chapter 4: Alternative 2, Chapter 9 of Appendix B.5: Alternative 2

Metric	Future Year - 2040	% variance from No Action
Intercity apportioned O&M cost ($ million)	1,839.7	+103%
Intercity Net Contribution ($ million)	647.4	-35%
Total O&M cost ($ million)	2,576.5	+64%

Source: Analysis derived from Draft Tier 1 EIS, Appendix B, O & M Costs, Section 5, Tables 6 & 9 - 16

Alternative 2 creates a major uplift in capacity and the service plans adopted for the analysis provide increases of 281% and 53% in Intercity and Regional Train-miles respectively. The corresponding increase in Intercity ridership is only 95%, revealing a decline in load factor. As with Alternative 1, the Intercity revenue increases by a much smaller margin (37%) and as a result, the net financial contribution of Intercity services declines by 35% compared to the No Action alternative. Again these surprising results reflect issues identified in the service planning assumptions and demand and revenue forecasting methodology.

Action Alternative 3[27]

Alternative 3 *transforms* the role of rail, supporting trips over longer distances and to places not currently well connected by passenger rail. It positions rail as the dominant mode for interregional travel to urban centers along the NEC.

Alternative 3 includes a continuous second spine operating between Washington, D.C., and Boston. The second spine would be separate from the existing NEC, but connected to and integrated with services offered on the existing NEC at designated Major Hub and Hub stations. The second spine would support speeds up to 220 mph between major NEC markets and provide additional capacity for Intercity and Regional rail services throughout the Study Area.

Alternative 3 would also include service and infrastructure improvements on the existing NEC to increase capacity, eliminate chokepoints, and bring the existing NEC to a state of good repair.

Between Washington, D.C., and New York City, Alternative 3 includes a single route for the second spine, located parallel to the existing NEC. This section of the second spine would connect to the existing NEC at several Major Hub stations, including Washington, D.C.; Baltimore-Washington International (BWI) Airport; Wilmington, DE; and Newark Penn Station, NJ.

Between New York City and Boston, Alternative 3 includes four route options, all of which connect through Hartford, CT:

- New York City – Hartford via Danbury, CT
- New York City – Hartford via Ronkonkoma, Long Island
- Hartford – Boston via Worcester
- Hartford – Boston via Providence

[27] Draft Tier 1 EIS, Section 4.6.3 of Chapter 4: Alternative 3, Chapter 10 of Appendix B.5: Alternative 3

These give the FRA flexibility to consider different intermediate markets north of New York City. The options have been combined as follows:

- Alternative 3.1: Washington, D.C.- New York City - Danbury – Hartford - Providence - Boston
- Alternative 3.2: Washington, D.C. - New York City - Ronkonkoma - New Haven - Hartford - Providence- Boston
- Alternative 3.3: Washington, D.C - New York City - Ronkonkoma - New Haven - Hartford - Worcester -Boston
- Alternative 3.4: Washington, D.C. - New York City -Danbury - Hartford - Worcester - Boston

A key feature of the second spine is the provision of new stations within the downtown areas of the cities of Baltimore and Philadelphia. These stations would be served exclusively by high speed Intercity services and would offer the potential for to create urban redevelopment benefits, although the potential value of such benefits does not appear to have been included in the benefits attributed to Alternative 3. These new stations would be remote from the existing stations on the NEC corridor (Baltimore Penn and Philadelphia 30th Street), so connectivity with regional and other IC-C services operating from these stations would be lost without further interventions to provide connecting facilities.

Metrics

Table 2.7: Key Metrics –Alternative 3

Metric	Alternative 3.1 via Central Connecticut/Providence		Alternative 3.2 via Long Island/Providence		Alternative 3.3 via Long Island/Worcester		Alternative 3.4 via Central Connecticut/Worcester	
	Future Year - 2040	% variance from No Action	Future Year - 2040	% variance from No Action	Future Year - 2040	% variance from No Action	Future Year – 2040	% variance from No Action
Intercity Ridership (million trips)	38.3	+101%	38.7	+104%	39.8	+109%	38.6	+103%
Intercity Revenue ($ million)	2,641.0	+45%	2,714.8	+49%	2,759.1	+52%	2,650.4	+46%
Intercity Train-miles (million)	49.4	+451%	47.1	+425%	45.4	+406%	43.6	+387%
Regional Train-miles (million)	21.5	+113%	22.0	+117%	22.7	+124%	22.2	+119%
Intercity apportioned O&M cost ($ million)	2,318.4	+156%	2,230.8	+146%	2,230.2	+146%	2,184.5	+141%
Intercity Net Contribution ($ million)	464.3	-53%	489.3	-51%	531.7	-46%	467.8	-53%
Total O&M cost ($ million)	3,153.2	+101%	3,069.4	+95%	3,079.7	+96%	3,011.0	+92%

Source: Analysis derived from Draft Tier 1 EIS, Appendix B, O & M Costs, Section 5, Tables 6 & 9 - 16

Each of the Alternative 3 options result in similar levels of ridership, while there is some variation in train-miles reflecting the different choices of alignment. However, with the creation of a second spine, the service plans adopted for the analysis result in a step change increase in train-miles (a four-fold increase over the No Action alternative). Given the corresponding step change improvement in Intercity travel times, it is surprising that ridership barely rises above that achieved by Alternative 2. This counter-intuitive result appears to be attributable to the way the service plans were set up and the demand and revenue modeling methodology.

Commercial and Operating Effects – Some Key Observations

The level of infrastructure intervention ranges from relatively modest levels in the No Action alternative and Alternative 1 to major engineering programs involving remodeling and expansion of existing infrastructure and construction of new segments to create a parallel second corridor spine. The estimated capital costs of Alternative 2 are approximately double those of Alternative 1, while the Alternative 3 options have four times the capital costs of Alternative 1. The analysis set out in the Draft Tier 1 EIS report also provides an estimate of the net revenue contribution from Intercity services. This reveals that with successive increases of capital investment the financial performance of the Intercity services worsens (see Table 2.8: below).

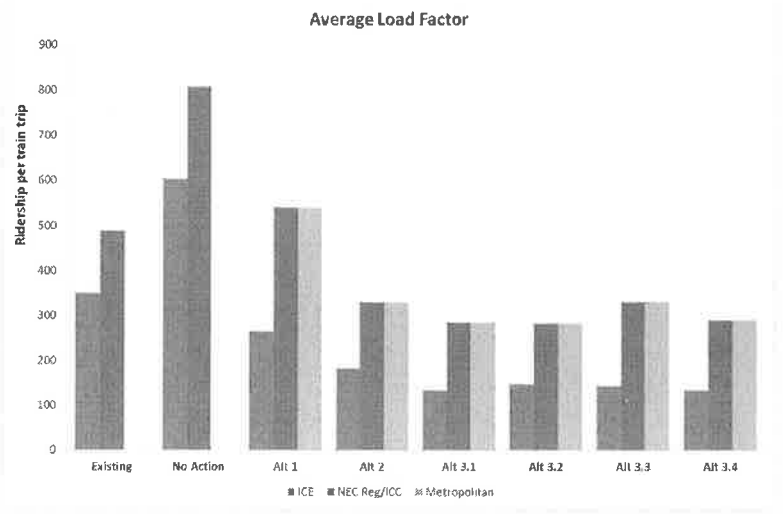
Table 2.8: Net revenue contribution and Capital Cost Estimates

	No Action	Alternative 1	Alternative 2	Alternative 3 (average)
Total Intercity O&M Net Revenue ($M 2014)	970	840	680	570
Total Capital Cost ($B 2014)	19.9	63.6–66.2	131.0–136.1	266.8–308.0

Source: Analysis derived from Draft Tier 1 EIS, Appendix B, O & M Costs, Section 5, Tables 6 & 9 – 16 and Capital Costs Technical Memorandum, Section 3, Tables 2 - 8

The service planning assumptions described above have a crucial effect on the apparent merits of the infrastructure alternatives. Examination of the projected metrics reveals some unexpected results that raise questions about some of the service planning assumptions and demand forecasting methodologies. Figure 2.2: shows the average load factor forecast for each alternative by service type. This reveals that under the No Action alternative, where service levels would remain unchanged from today, average load factors would increase by up to 60%. This would be possibly unachievable given the capacity available. However, with the significant increases in service levels and higher capacity rolling stock provided under Alternatives 2 and 3, average load factors diminish to materially below current levels. Furthermore, despite the step-change transformation in travel times under the Alternative 3 options and average fare being relatively unchanged from existing levels, the average load factor of IC-E services drops to around a third of that of the existing Acela service. This seems implausible.

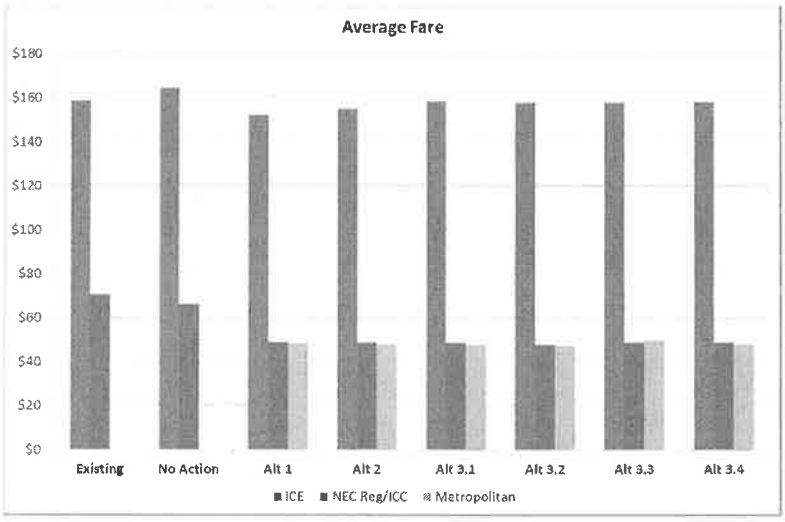
Figure 2.2: Average Load Factor comparison



Source: Graph constructed by Steer Davies Gleave from data in Appendix B, Operations and Maintenance (O&M) Costs Technical Memorandum, Section 5, Tables 6 & 9

Assumptions made about fares have a significant impact on the projections for ridership and revenues. Figure 2.3: shows that the assumed average fare for IC-E services remains broadly constant at the existing level of around $160. However, in the Action alternatives the average fare for the IC-C services is reduced by around a third. Increasing the fare differential between IC-E and IC-C services will have a very material impact on the ridership and revenue projects for each of the Alternatives. The treatment of fares in the demand and revenue modeling is discussed further in Section 3.

Figure 2.3: Average fare comparison



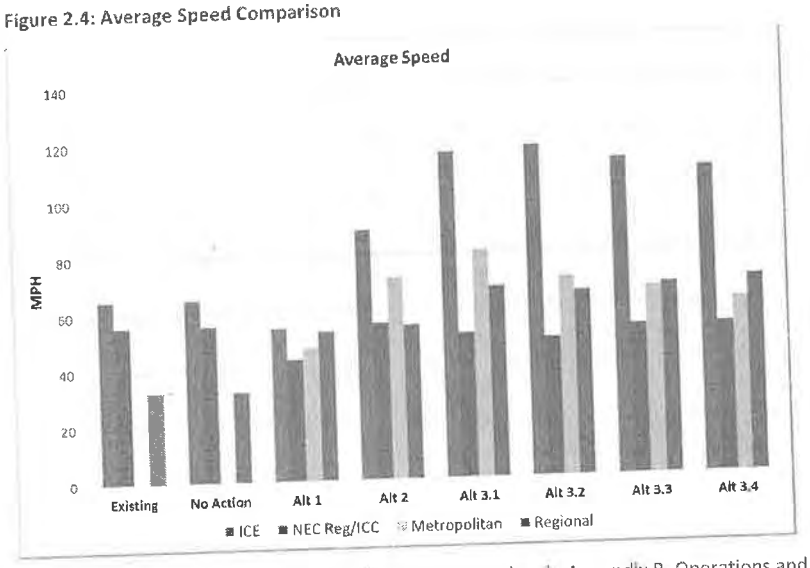
Source: Graph constructed by Steer Davies Gleave from data in Appendix B, Operations and Maintenance (O&M) Costs Technical Memorandum, Section 5, Table 9, Section 6, Tables 11 – 16

The provision of a second spine in Alternative 3 enabling train operations at speeds up to 220mph creates a step change in travel time reduction. This is illustrated in Figure 2.4:,where it can be seen that the average speed of IC-E services reaches well over 100 mph, twice as fast as under Alternative 1 and up to 30% faster than in Alternative 2. Furthermore the frequency of IC-E services under Alternative 3 is over 3 times that under Alternative 1 and more than 50% greater than in Alternative 2. Despite these transformational improvements, the revenue generated by the IC-E services is predicted to be only 12-24% more than in Alternative 2.

Such improvements should have a transformational impact on demand for rail service within the corridor. For Alternative 3 to provide only marginal benefits over Alternative 2 is counter-intuitive and suggests that the service planning assumptions and modeling approach should be re-examined.

The reduction in average speed shown in Figure 2.4 for the IC-E service under Alternative 1 (down by 16% to 55mph) is inconsistent with the headline journey time improvements shown in Table 2 above. Also the average speed of Regional services more than doubles under Alternative 3 and is greater than the existing IC-E service. This seems to suggest that there may be some irregularities in the source data.

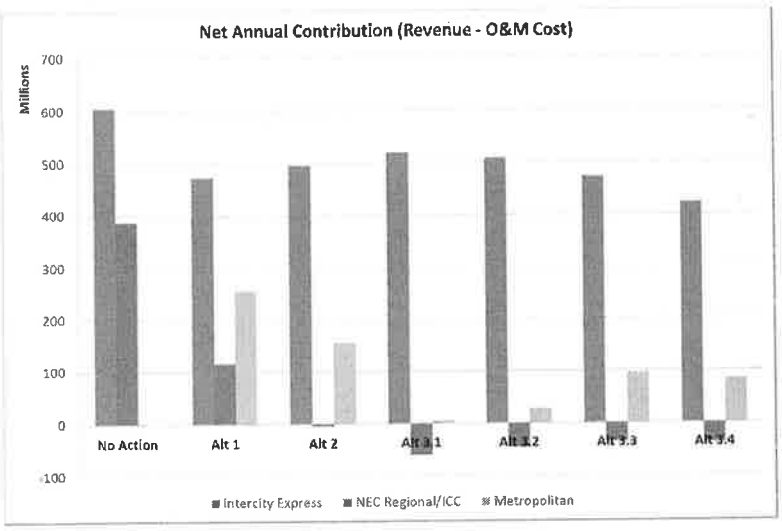
Figure 2.4: Average Speed Comparison



Source: Graph constructed by Steer Davies Gleave from data in Appendix B, Operations and Maintenance (O&M) Costs Technical Memorandum , Section 5, Tables 6 & 9

The analysis set out in the Draft Tier 1 EIS included an estimate of the revenues and attributed operating and maintenance costs for each category of Intercity service. This reveals, as illustrated in Figure 2.5:, that the net contribution of intercity services on the corridor would decline materially under the Action alternatives. This is a significant concern, as funding will be a considerable challenge in realizing any of the capital programs envisaged in the Action alternatives. Figure 2.5: shows that the IC-E services provide for the vast majority of the net financial contribution.

Figure 2.5: Comparison of net financial contribution of Intercity services



Source: Graph constructed by Steer Davies Gleave from data in Appendix B, Operations and Maintenance (O&M) Costs Technical Memorandum, Section 6, Tables 10 - 16

3 Analytical Methodology

Introduction

In this section we comment on the analytical methodologies employed by NEC FUTURE, firstly on those relating to the demand and ridership forecasts and then on the analysis relating to the assessed economic effects for each of the alternatives.

Evaluation Methodology: Demand and Ridership Forecasts

Our comments focus firstly on the definition of the alternatives themselves and their service characteristics, and then on the demand forecasting methodology itself.

Service Alternative Definitions

Service Plans

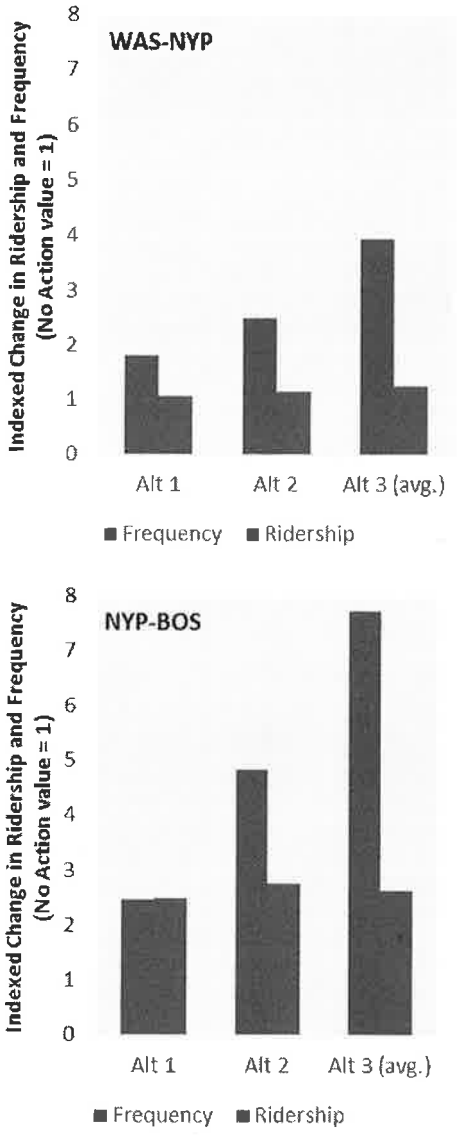
The approach used to develop service plans appears to have been to increase service frequency and the number of station pairs served without full regard to the capacity required to meet forecast demand. For example, Alternative 3 provides up to 150 trains per day between New York and D.C. (Table 5-19 of Chapter 5), a frequency equivalent to one train every 7 minutes with seating capacity as high as 980 seats/train (Table 14 of Appendix A to Appendix B.5).

With a total annual ridership forecast of around 1.5 million one-way trips (Table 5-21 of Chapter 5) between New York and D.C., the implied average number of passengers per train could be as low as 30 in Alternative 3 (noting that this excludes other riders traveling between intermediate stations).

As discussed below, the models used predict little to no ridership impact for frequency levels above 50 trains per day per service (Sections 3.2.4.1 and 3.2.5.1 of Appendix B.8). This means that some of the high-frequency alternatives incur significant capital and operating costs, but do not attract any additional riders to the rail system and merely redistribute riders between larger numbers of trains. In such cases, reducing service frequency may reduce costs without impacting ridership.

In effect, transformational increases in train frequency do not translate to substantial ridership changes between alternatives. The graphs below show that large increases in train frequency between Action alternatives result in small changes in ridership in the WAS-NYP and NYP-BOS markets. This also means that the average number of riders per train decreases significantly as more trains are added, as shown in Figure 3.1:.

Figure 3.1: Indexed Change in Ridership and Frequency Between Key Station Pairs



Source: Table 5-19 and 5-21 of Chapter 5 (Note: Ridership and frequency include trips on both Intercity Express and Intercity Corridor.)

There are some inconsistencies in the description of the services within the EIS documents and it is unclear which tables accurately show the level of service used in the ridership forecasting model. Below are some examples:

- Frequency: Table 5-19 of Chapter 5 and Table 28 of Appendix B.8 shows 27 Intercity Express (IC-E) and 30 Intercity Corridor (IC) trains per day between D.C. and Boston in Alternative 2, however Table 9-14 shows a total of 92 trains in Alternative 2 for the same station pair.

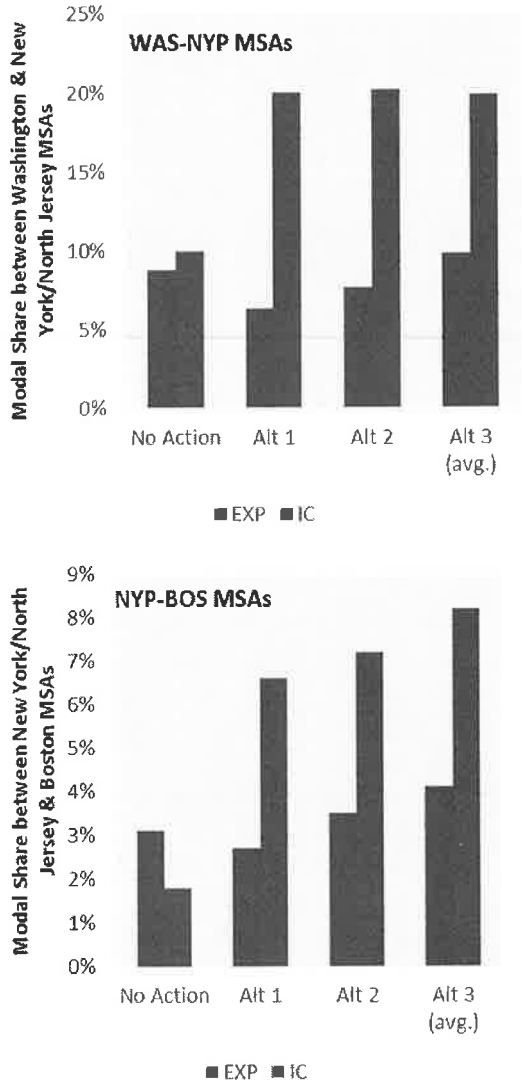
- Travel time: The D.C.-Boston IC-C travel time in Alternative 2 is variously described as 6 hours 7 minutes (Table 9-16 of Chapter 9), 6 hours 22 minutes (Table 5-18 of Chapter 5), and 7 hours 3 minutes (Table 28 of Appendix B.8).
- Travel time: In the description of the service characteristics in Table 22 of Appendix B.8, the air travel time for Boston-New York is listed as 2:37, whereas the Boston-Washington time is 2:26. It seems counterintuitive that traveling over a shorter distance in the former instance should actually take more time on the clock.
- Service types: The Stated Preference (SP) survey assumed the Metropolitan service would be distinct from IC-C service, but this distinction was later eliminated and they were combined into one mode for the mode choice model estimation (Section 2.2.3.4 of Appendix B.8). However, Figures 10 and 11 of Appendix B.8 still show IC-C and Metropolitan as separate modes.

Fare Assumptions

The daily frequency between the Boston and New York increases at similar rates for the IC-E and IC-C service (product) types between the No Action alternative and Alternative 3 (in Table 28 of Appendix B.8. the increases are from 10 to 72 on IC-E and from 9 to 72 on IC-C). However, the ridership increase between the Boston MSA and the New York/North Jersey MSA is vastly different among the two service types: IC-E ridership increases by 33%, whereas IC-C ridership increases by 356%. This is presumably because non-express fares are assumed to be reduced by 30% in the Action alternatives. The effect of this assumption is to mask the beneficial impact of frequency and trip time improvements on IC-E.

Comparing the Action against the No Action alternatives, the share of travelers choosing IC-C (shown as IC in Figure 3.2: below) increases much more than the share of travelers choosing IC-E (shown as EXP in Figure 3.2: below) within the overall travel market. Figure 3.2: shows the rail modal share between two of the largest MSA market pairs:

Figure 3.2: Rail Modal Share in Select Markets



Source: Appendix I of Appendix B.8

Comparing No Action to Alternative 3, the increase in market share is much larger in IC-C than in IC-E, suggesting that many of the incremental rail riders are choosing IC-C instead of IC-E.

The reduced fare policy assumed within the Action alternatives is described as "not intended as a fare-maximizing or ridership-maximizing analysis" (Section 4.2.2.2 of Chapter 4). It remains unclear what its purpose is and how it can be reconciled with the statutory basis on under which Amtrak operates.

In the No Action alternative, rail capacity does not change from current levels even as ridership demand rises in 2040, but there is no analytical treatment of the excess demand that would arise. Using higher fares to price-off excess demand (i.e. imposing a quantity ceiling) in the No Action alternative would be a prudent analytical (and possibly necessary real world)

device, but its application would generate a deadweight[28] loss compared to the free market equilibrium. It is not clear from the documentation if this effect has been captured in the economic assessment.

While the increasing chances of service disruption in this scenario may affect the market appeal of intercity rail services, a corollary would be the option to apply a premium in the Action alternatives as a state of good repair is achieved and disruptions are reduced. This is a missed opportunity for capturing consumer surplus, reflecting part of the value that the Action Alternatives bring.

Overall, the fare policy assumptions appear to contribute to a number of counter-intuitive outcomes from the ridership analysis, which in turn inform and affect the project assessment:

- The Action alternatives each have worse operating profit margins compared to the No Action alternative (Table 4-15 of Chapter 4).
- 75% of the possible ridership change on Intercity services (IC-E and IC-C combined) against No Action is achieved by Alternative 1 even though it has the least incremental service among all the Action alternatives (Table 5-13 of Chapter 5). The average annual intercity O&M cost in Alternative 3 is 77% higher than that of Alternative 1, however it only gains 16% more intercity ridership.
- The total value of intercity rail travel time savings achieved by rail passengers is highest in Alternative 1 even though this alternative actually has the slowest IC-E and IC-C trains out of all the Action alternatives (Table 6-6 of Chapter 6).
- The monetary value of emissions savings is highest in Alternative 1 (Table 9-25 of Chapter 9).

Adopting more rational fare scenarios may provide for more a balanced comparison of the service possibilities.

Auto and Bus Service Characteristics

On average, roadway congestion within the study area was assumed to increase by 7-8% between 2013 and 2040 (Section 3.3.1.1 of Appendix B.8). This represents a compound annual growth rate of less than 0.3%. If congestion in the corridor increases at a higher rate, rail may become a relatively more attractive option to auto and bus users.

For longer auto and bus trips, it is unclear if en-route stops for rest breaks or refueling were factored into the travel time used in model estimation. These stops could significantly increase the total auto or bus travel times and improve the relative attractiveness of the other modes.

It appears there were no changes in auto travel cost assumed for 2040 (Section 3.2.1.1 of Appendix B.8). While there is considerable uncertainty over future gas prices, road pricing, or other costs associated with driving, changes in auto operating costs affect the attractiveness of rail.

[28] In the No Action alternative where demand for rail travel far exceeds available seat capacity, it would be possible to assess a premium to price off excess demand to reconcile it with available capacity. It would mean that some travelers become unable to travel on rail. This would mean that the economic benefits that flow from these passengers' rail travel is lost too. This loss is the "deadweight loss" and the NEC FUTURE document is not clear as to whether this has been taken into consideration as part of the economic assessment work.

Ridership Forecasts

Connectivity Benefits

Section 9.4.1.2 of Chapter 9 states that the "opportunity for additional ridership when improved connectivity between Regional and IC/IC-E services are considered" may have been underestimated because ridership on regional and IC/IC-E services was forecast separately. Given the substantial frequency increases in the Action alternatives, the connectivity benefits may be significant. This potential impact should be considered within the study.

Induced Demand

The levels of induced demand (0.6% for Alternative 1 and 1.1% for Alternatives 2 and Alternative 3, Section 6.3 of Appendix B.8) appear very low in comparison to international experience. Induced demand levels of between 6% and 27% have been observed on European high-speed rail systems such as LGV (Paris-Lyon), Eurostar (London-Paris), and Eurostar HS1 (London-Paris speed improvement), and such ranges are commonly accepted in similar international rail planning projects. For example, in the UK the demand model which supports the business case for HS2 (high speed rail service between London and several other British cities) suggests induced trips will form 24% of total trips.[29]

Air Modal Diversion

In the Action alternatives, between 1.3 and 2.3 million air trips are diverted to IC-E and IC-C services in 2040 out of a base of 22.9 million air trips in the No Action alternative (Table 9-8 of Chapter 9; Table I-2 of Appendix B.8). While acknowledging that many of these air trips may be connecting to or from other flights, this still seems to be a very low diversion rate from air, especially considering that all the Action alternatives provide significant travel time savings from the No Action alternative. For example, in Alternative 3, the D.C.-Boston travel time on IC-E is reduced to approximately 4 hours and therefore is likely to be able to compete effectively with air after accounting for terminal security and wait times encountered in air travel. Indeed, in 2014 – with similarly competitive travel times compared to air – Amtrak had nearly 80% and 60% of the air-rail market share in the New York-D.C. and New York-Boston markets, respectively. The rail capture rate could be expected to significantly increase with the transformational service improvements proposed in the Action alternatives. The nesting structure of the mode choice models may be distorting the impact of faster travel times on air/rail market share and on rail ridership.

Mode Choice Models

Saturation of frequency effects

Alternative 3 has daily train frequencies above 70 for the major station pairs on both the IC-E and IC-C services. However, the impact on ridership of train frequency is saturated at around 50 trains per day per service in the demand forecasting model (Sections 3.2.4.1 and 3.2.5.1 of Appendix B.8). This in part explains why the significant increase in capital and operating costs of Alternative 3 compared to Alternatives 1 and 2 are not matched by corresponding revenue and ridership increases. With this model, it would be possible to achieve an equivalent

[29] Table 2 of "Economic Case for HS2: Updated appraisal of transport user benefits and wider economic benefits" (2012). UK Department of Transport. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3650/hs2-economic-case-appraisal-update.pdf

ridership benefit with a lower service frequency and in turn lower capital and operating expenses. Indeed, the increasing levels of service in each of the Action alternatives actually result in progressively lower operating profit (Table 4-15 of Chapter 4). While it may reasonable for incremental service frequency increases to have limited ridership impacts at very high levels of service, better consistency between the service plan and ridership model would avoid situations where additional frequencies are not attracting more riders (merely redistributing them between trains) while incurring significant costs.

Business Traveler Model

All of the rail mode alternative-specific constants (ASCs) are constrained to be equal to one another; and overall rail is also the least preferred mode relative to auto, air, and bus (Table 14 of Appendix B.8). This means the mode choice decision between the different rail alternatives is based on only their observed attributes, such as time, cost, and frequency, contrary to typical intercity modeling practice where express rail services are usually considered more attractive compared to regional rail services (reflecting wider service attributes), all else being equal.

The relative attractiveness of the intercity modes implied by the ASCs are quite counter-intuitive and do not follow established literature and findings from other intercity passenger rail studies in the NEC, elsewhere in the US and internationally. After converting the ASCs reported for the business traveler model into equivalent travel time differences, the model implies that, all else being equal:

- The intercity bus mode is almost as attractive as the auto mode (the intercity bus is only inferior by 20 minutes) when typically it is considered less attractive.
- The intercity bus mode is more attractive than the air and the intercity rail modes by a value of 51 and 87 minutes respectively, contrary to common practice where rail is considered as more attractive than bus assuming comparable time and cost.

The implied value of time is around $92/hour for IC-E users and around $41/hour for the IC-C users (Section 3.2.4.2 of Appendix B.8). This is at the very high end of "plausible ranges for hourly values of travel time savings" presented in a 2014 USDOT guidance document.[30]

Non-Business Traveler Model

The mode choice model for Non-Business travelers was estimated using only Revealed Preference data based on actual travel experience on existing Amtrak Northeast Corridor (NEC) services (Table 16 of Appendix B.8). The ridership impacts that could be expected to result from the transformational improvements in service level and travel speed in the Action alternatives may therefore be understated. If it is not feasible to collect or estimate a model from Stated Preference data, one might borrow from experience on other corridors where transformational changes have been implemented or studied to adjust or validate the existing model.

The modal constant for IC-E compared to auto is quite unfavorable (Table 16 of Appendix B.8). Ceteris paribus, IC-E is estimated to be inferior to the auto mode by 280 minutes. This may help explain why incremental IC-E ridership is quite low in the Action alternatives.

[30] Table 5 of https://www.transportation.gov/sites/dot.gov/files/docs/USDOT%20VOT%20Guidance%202014.pdf

The ASC for the Metropolitan service was asserted to be equivalent to that of Regional Commuter trains (Section 3.2.5.1 of Appendix B.8). Considering its proposed service characteristics, the Metropolitan ASC should have been asserted using the ASC for IC-C services and not commuter rail services; the latter has a less favorable ASC, which may have contributed to lower ridership estimates in the Action alternatives.

The values of time implied by the time and cost coefficients are significantly lower than typically used values for intercity personal travel ($6/hour for trips costing $50, $9/hour for a trip costing $100 and $18/hour for a trip costing $200; Section 3.2.5.2 of Appendix B.8).[31]

The piecewise linear cost coefficients for Non-Business travelers create the issue of boundary conditions or "cliffs"; for example, if a trip cost $50, the fiftieth dollar would have a much more significant impact to the mode choice decision than each of the previous 49 dollars (Table 16 of Appendix B.8). Thus there may be situations where adjusting fares by small amounts can lead to more significant changes in estimated ridership.

Commuter Model

The value of time ($28/hour; Section 3.2.6.2 of Appendix B.8) implied by the time and cost coefficients in the commuter model is quite high.

Mode Choice Model Nesting Structure[32]

The rail nest is on the same level as auto, air, and bus (Figures 10 and 11 of Appendix B.8), meaning the model assumes the same pattern of substitution between rail and all these other modes. As a result, improvements in rail would draw proportionately from all the other modes, although one might expect a higher diversion from other common-carrier modes such as air or bus.

Air is in a separate nest relative to IC-E. This is unusual given that available evidence suggests that these are highly substitutable modes; for example rail travel is increasingly more popular than air travel for the D.C.-New York and New York-Boston markets since 2006.[33]

Base Year Model Calibration

The range of calibration factors used to adjust the base year seems quite large, ranging from -14.58 to +10.00 (Section 3.3.3 of Appendix B.8). This may suggest limitations on the ability of the mode choice models to accurately reflect existing mode shares.

Stated Preference (SP) Survey Design

Broadly speaking, the SP survey design seems suboptimal in several aspects. As the survey data forms the basis of model estimation, these limitations may be affecting the mode choice

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[31] Same as 30.

[32] The NEC FUTURE mode choice models are statistical models, called logit models, that predict the fraction of travelers who use each mode (e.g. auto, air, rail etc.) based on mode and traveler characteristics. Logit models group the available modes in a hierarchy that reflects the implicit similarity or difference between travelers' preferences for the modes, and so the substitutability between them. The mode groups at each level of the hierarchy are called "nests". The placement chosen for particular modes in the different levels and nests of the hierarchical mode choice model structure affects the mode shares predicted by the model. The nesting structure used for the ridership forecasts developed by the FRA in the NEC may be contributing to the low (and counter-intuitive) air diversion to the IC-E mode.

[33] Amtrak FY14 Q2 Air-Rail Market Report

coefficients and contributing in turn to the relatively low ridership increments between the Action alternatives. It may be advisable to validate and adjust the mode choice model coefficients based on operational experience or comparable studies to ensure reasonable results. Some of these limitations are described below:

- The time and cost attributes were only varied by ±15% or ±30% (Section 2.3.2 of Appendix B.8). However, the actual service characteristics of IC-E service often change by higher magnitudes between the No Action and Action alternatives. Typical SP survey designs employ more than two levels to capture between-variable effects.
- Attribute levels on the respondent's current mode were all adjusted to be less attractive, and attribute levels for the two alternate modes were all adjusted to be more attractive (Page 28 of Appendix A to Appendix B.8). This defeats the purpose of achieving a near-orthogonal design and is contrary to standard practice.
- Respondents saw changes in only two out of three variables (time, cost, and schedule) within the survey (Section 2.3.2 of Appendix A to Appendix B.8). Including variations of all three may provide for more robust results.

Comparison with revenue and ridership forecasts for California High Speed Rail

We have also examined how the revenue and ridership forecasts for high speed rail in the NEC FUTURE study compare with those developed for the proposed California High-Speed Rail (CAHSR) system. Details of this analysis, in which we attempt to make a high-level comparison between publicly available data on the two studies for proposed High-Speed and Intercity Passenger Rail (HSIPR) systems, are set out in Appendix A. This high-level comparison also shows, in general, lower mode shares for the true high-speed rail service in the NEC compared to similar service in California for the major origin-destination pairs.

Evaluation Methodology: Economic Effects

The Draft Tier 1 EIS includes an assessment of the potential economic effects that may be expected for each of the NEC FUTURE alternatives. From our examination of the methods and results as reported, there were some aspects of the analysis which we found surprising and would as a result give rise to unlikely and counter-intuitive outputs. We discuss these below.

Construction and Rail Sector Employment Effects

In line with best practice the approach to estimating jobs and earnings impacts uses multipliers provided by the US Bureau of Economic Analysis (BEA) for the construction and professional services industries. As noted in the BEA RIMS II guidance, "The model's assumptions...should not be overlooked[34]. These assumptions are important in determining whether the model is suitable for a particular impact study." It is not clear to us, however, whether changes to the standard approach described in the BEA RIMS II guidance have been made to reflect the specific nature of the NEC alternatives.

More specifically, we note that a number of assumptions inherent within the BEA RIMS II guidance may not be applicable when considering the delivery of a very large infrastructure project. For example:

[34] See *RIMS II: An essential tool for regional developers and planners* (https://bea.gov/regional/pdf/rims/RIMSII_User_Guide.pdf)

- "I-O models assume that industries do not change the relative mix of inputs used to produce output." Over the 25-year construction time-horizon we would expect that improvements to working practices would deliver efficiency gains which alter the relative attractiveness of inputs. Furthermore, in the case of Alternative 3, the deployment of innovative railway technology along a new alignment may involve a different mix of inputs altogether.
- "I-O models are often referred to as "fixed price" models because they assume no price adjustment in response to supply constraints." Since funding and finance sources are currently unknown, the scale of economic activity supported or new to the affected area may be large, and there is a risk that input prices (particularly for materials) may face upward inflation pressure.
- "RIMS II multipliers for the construction industry are based on national averages across a wide variety of construction projects." Multipliers for the construction industry are, therefore, more suited for estimating the impacts of commercial and residential construction projects. One possible concern when using multipliers for the construction industry is that some construction projects use specialized workforces from outside the region. For example, ironworkers may be brought in to build a bridge. Since RIMS II assumes that local workers can work on all types of construction projects, the construction multipliers may produce inflated impact estimates for projects that use specialized, nonlocal labor. Best practice, as advocated within the RIMS II guidance, suggests that adjustments to replace average values with information that is specific to an individual construction project should be made using the bill-of-goods method. The bill-of-goods method can provide more accurate estimates when specialized workforces from outside the region are used in a construction project. This method can also be used to appropriately account for other inputs that may be produced locally but purchased from outside the region.

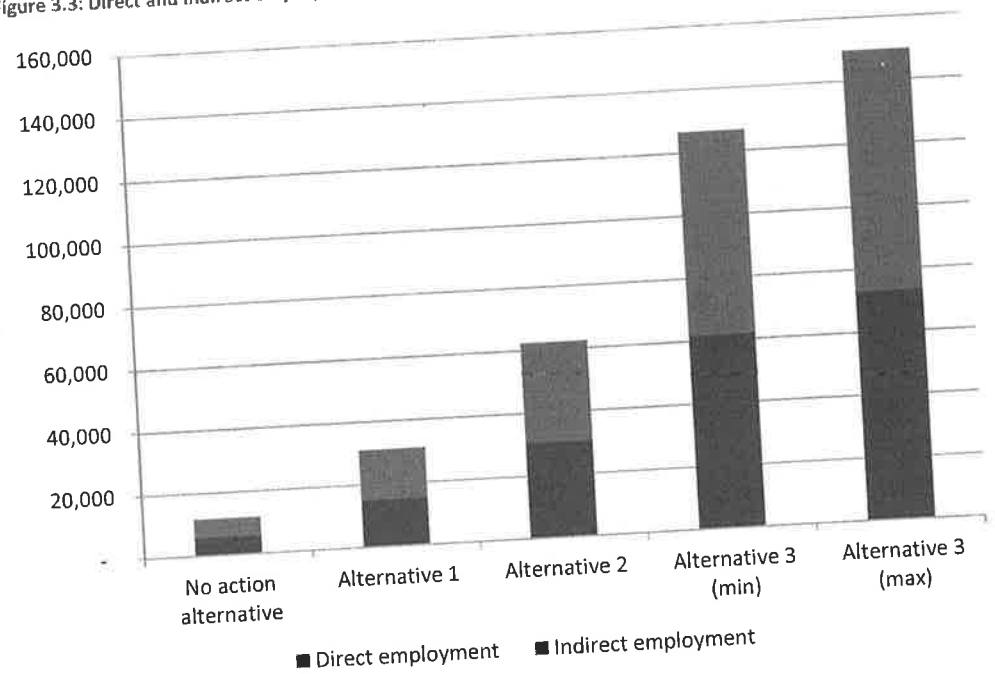
In order to have confidence in the resulting estimates of jobs and earnings, it is our view that the issues identified above should be considered explicitly within the Final Tier 1 EIS. While any adjustments may not affect the ranking of alternatives, it is important to understand the absolute economic effects if they are to be meaningfully compared to other project benefits and estimates of construction and maintenance costs.

Linked to the issues identified above we note that the jobs estimates reported within the Draft EIS appear high. As can be seen in Figure 8, Alternative 3 is projected to support the equivalent of 70,000 direct and 75,000 indirect full-time equivalent jobs over the entire 25-year development and construction period (2016-2040). By contrast, Amtrak's 2012 NEC Business and Financial Plan estimated that construction of a NextGen HSR system would generate approximately 40,000 annual jobs over a 25-year construction period.[35]

In practice the labor requirements for the project are unlikely to be uniform and will peak during the construction phase.

[35] https://www.amtrak.com/ccurl/453/325/Amtrak-Vision-for-the-Northeast-Corridor.pdf (see section 5.4)

Figure 3.3: Direct and indirect employment estimates



Source: NEC FUTURE Draft Tier 1 EIS Table 6.1. We have assumed that FTE jobs are supported for the entire development and construction period (2016-2040).

In order to establish that the NEC FUTURE projections are within a reasonable range we suggest that construction jobs estimates should be benchmarked against other domestic infrastructure investment and/or overseas rail investment employment.

Travel Market Effects

It is evident that a considerable volume of analytical work has been undertaken in order to generate monetized estimates of travel market effects. We have no reason to doubt that the relevant guidance has been followed and that, in principle, the process followed is reasonable.

In practice, the assessment of travel market effects is dominated by the impact of changes in the value of travel time savings and travel costs which are, themselves, driven by assumptions regarding service frequency, travel times and rail fares. As a consequence the evaluation of travel market effects is inextricably linked to the demand models and input assumptions used.

As noted above, the rationale behind many of these assumptions – in particular the service fare assumptions – is not clear. In the Action alternatives, non-express fares were reduced by 30% relative to existing Amtrak fares, whereas in the No Action alternative fares were not adjusted. The Draft EIS explains that this policy assumption is "neither fare-maximizing or ridership-maximizing analysis" and "is intended only to demonstrate that the Service Plans operate profitably over multiple fare structures."[36]

[36] Draft EIS, Section 4.2.2.2 of Chapter 4

We consider that this seemingly arbitrary assumption damages the case for Action alternatives and represents a significant weakness in the analysis. In practice, implementation of the Action alternatives would create an opportunity to review the fares structure across all service-types and to develop fares which were optimized so as to meet shared objectives for increasing rail ridership in the NEC while at the same time recognizing passenger requirements and the commercial obligations of Amtrak and other operators.

Following the implementation of the Action alternatives, we would expect that the considerably improved service levels that will be delivered would increase, rather than diminish, passengers' willingness to pay for rail travel. Indeed, as currently formulated the fare policy assumptions imply that in some circumstances passengers should pay more for fewer, less frequent and less reliable services within the No Action alternative. We consider important that this anomaly should be resolved before drawing any conclusions regarding potential changes in the need for public financial subsidy for rail services in the corridor i.e. the relative affordability of alternatives.

Although there are several references to increased service reliability and resilience under the Action alternatives compared to the No Action alternative, these impacts do not appear to have been quantified or included within the analysis. In addition, the impacts of disruption to existing services during the construction phase do not appear to have been considered within the comparison of options. International evidence suggests that periods of extended disruption can have a considerable hysteresis and that ridership can take up to five-years to respond fully to service improvements[37].

Economic Development Response

We would support the FRA's view that investment of the scale envisaged under the Action alternatives would have the potential to influence the quantity and distribution of economic activity within the North East Corridor. These impacts arise from transportation interventions that deliver:

- Agglomeration economies e.g. knowledge-spillover effects
- Labor market improvements e.g. better matching of skills to jobs
- Additional competition e.g. intensifying the competitive environment.

The transformational Alternative 3 has the potential to support considerable improvement in the functioning of local and regional economies in the NEC. However, we believe that the economic development response (in particular the agglomeration benefits) to all investment alternatives could be very much greater than the Draft EIS suggests.

Consensus over the existence and importance of these impacts has been building over time, both in academic circles and among practitioners, and methods to quantify Economic Development Responses are established within the UK, Australia and New Zealand. As can be seen in Table 3.1:, experience from these and other countries suggests that the combination of labor market effects and agglomeration effects are typically of the order of 10%-30% of travel market effects.

[37] *Passenger Demand Forecasting Handbook* version 5.1 (Association of Train Operating Companies, 2013) and *Revisiting the Elasticity Based Framework* (Arup and Oxera, 2010)

Table 3.1: Sample of Agglomeration and Labor Market Impacts as a proportion of User Benefits

Project type	Location	Project	Economic Development Response as a proportion of user benefits		
			Agglomeration	Labor market	Total
Rail	Major city	Crossrail	24%	28%	52%
HSR	Inter-urban	HS2 Phase 1 (London – Birmingham)	44%	0%	44%
Road	Conurbation	Leeds – Bradford Improved Highway Connections	30%	5%	35%
Road	Conurbation	Leeds Urban Area Highway Improvements	31%	3%	34%
Mixed	Major city	Melbourne East West Road and Rail Package	22%	6%	28%
Rail	Major city	AirTrack	26%	1%	27%
Road	Inter-urban	Leeds to Sheffield Highway Improvements	24%	-2%	22%
HSR	Inter-urban	High Speed Rail (Lisbon – Porto)	18%	0%	18%
Road	Urban	Waterview Connection	18%	0%	18%
Bus	Conurbation	Leeds to Bradford Public Transit Improvements	18%	2%	20%
Road	Inter-urban	A46 Interurban Road	13%	1%	14%

Source: Steer Davies Gleave research

These benefits tend to be toward the upper end of this range when:

- The existing corridors are congested and currently operate at capacity
- The existing corridors link significant large conurbations
- The interventions are likely to have significant positive impacts on travel times along the corridors
- The interventions are likely to have a significant positive impact on reducing congestion on local roads and improving urban connectivity
- The scale of agglomeration-sensitive industries both within and bordering the affected area is large.

We note that by excluding regional services from the analysis, many of the agglomeration and labor market benefits that may arise from improving urban connectivity may be missed. Agglomeration impacts within metropolitan areas decay rapidly with distance and rely upon a full representation of the range of travel opportunities (including rail) that are available to travelers. We anticipate that by removing long-distance traffic from the existing NEC infrastructure and reducing conflicts between local and intercity services, Alternative 3 offers the greatest scope to realize agglomeration impacts through optimizing the use of released capacity for local services.

While there is limited local evidence regarding the relationship between economic density and productivity within the US, the exclusion of quantified assessments may affect both the

conclusions regarding the public benefits of individual alternatives, as well as the ranking of mutually exclusive project options. We suggest that the FRA be asked to consider whether such measures could be developed to inform the final EIS.

Even if it is not possible to produce monetized estimates of agglomeration and labor market effects, we consider that the measures as currently reported within the Draft EIS do not provide an adequate proxy for such methods and, in some cases, may lead to sub-optimal outcomes. For example, station area connectivity (as reported in Figure 6.4 of Chapter 6) and connectivity (as reported in Table 6.16 of Chapter 6) measures may favor new out-of-town rail interchanges over improvements to city center stations where agglomeration economies are expected to be most significant.

Similarly, the arbitrary 30-minute travel-shed for considering labor market effects is likely to devalue the potential for rail to compete with the automobile along certain corridors. For example, Alternative 3 brings the Greater Philadelphia area within 38 minutes of New York City. This represents a travel time reduction of approximately 30% over the No Action alternative and, even taking into account access and egress from the rail network, is considerably faster than the equivalent journey by automobile. Through offering opportunities to travel that simply cannot be delivered by any other mode, the potential for transformative investment in the NEC to affect economic geography should not be understated.

Comparing Costs and Benefits

We believe that the adopted horizon year has the potential to distort the comparison between project costs and benefits, and between alternatives. There are two principal reasons for this:

- Capital costs are expressed as a total for the entire 25-year construction phase (2016-2040), while operating costs and all benefits are single-year estimates; and
- The benefits of alternatives that bring significant long-term improvements e.g. through providing additional capacity, cannot be captured.

The first issue concerns the fact that capital costs and all other monetized effects are not expressed in the same unit of account. As a consequence it is difficult to conceptualize any trade-offs between incremental capital costs and other measure. For example, an additional $10 billion capital expenditure may generate an additional $0.3 billion in travel time saving benefits and $0.2 billion in revenues each year. While these figures appear small in comparison with the additional costs required to secure them, the additional revenue and benefit streams are received in perpetuity. Outside a formal social accounting framework it is not, therefore, possible to make meaningful comparisons of project costs and benefits.

The second issue is that any deterioration in service quality e.g. through overcrowding or unreliability beyond the 2040 horizon is ignored. For example, the chronic shortage of capacity that would be experienced in the No Action alternative beyond 2040 is not recognized and therefore the incremental benefits of Action alternatives relative to this position are likely to be understated. Conversely, through delivering transformational change, Alternative 3 removes the persistent requirement to patch-and-mend an aging asset, and delivers headroom into which future demand for rail travel can grow.

4 Other considerations

Introduction

In this section, we highlight areas of the analysis conducted in support of the draft Tier 1 EIS where there are gaps – missing components that are sufficiently significant in our view to affect judgments about how the preferred alternative should be developed. Some of these can be addressed, we suggest, by an expansion of the analysis, others through sensitivity tests.

There are also some significant areas of the analytical "jigsaw" that have been omitted but where we suggest that FRA should consider at least adding commentary to the Tier 1 statement. This includes the critical area of deliverability. It would be tempting to consider this to be a downstream activity, but in practice it is a significant discriminator between the types of investment choices that the FRA has identified and therefore needs to be considered at this programmatic level.

Also in this section, we consider global trends in seeking to achieve competitive economic advantage through enhanced connectivity. Many countries are using high speed rail – and expanded commuter and metro rail systems – to secure greater economic competitiveness.

Gaps that could be addressed through extending the existing analysis

Rail, and especially dedicated high-speed rail, provides a wider set of attributes, beyond travel time and frequency, that are becoming increasingly important to customers worldwide. It is important to recognize these factors since they are likely to have a very significant effect on demand and mode choice. Recent research among long distance rail passengers in the UK, for example, found that 10% of travelers chose the rail mode because they felt able to make better use of the time spent while traveling.[38] Features such as free Wi-Fi usable while traveling – both at stations and on-board – can be crucial, especially if the alternative is to drive. Other quality factors that affect the train experience, such as modernized or newer stations, on-board catering, improved comfort levels from modern equipment and better track conditions are also relevant.

While the FRA may not have the research evidence to address these quality factors, it should be possible to apply a sensitivity test to the elements of each alternative that has the intrinsic scope for these features, especially on longer distance journeys where they are most likely to have greatest impact.

The second addressable gap is in assessing the value that can be placed on increased travel reliability, both for passengers in terms of decisions on how to travel and for the wider economy from less wasted time, and from the greater efficiency that stems from not needing

[38] UK Department for Transport, "Public Attitudes towards train services", p. 33, December 2015

to build in margins for lateness. While excluded from the demand modeling carried out to date for the EIS, it is relatively straightforward to introduce this. Essentially, at this programmatic level, the less intensively the infrastructure is utilized, and the more it has been modernized or built new, the greater the level of service reliability that can be achieved. Since this is itself a major aim of NEC FUTURE, as noted in the Draft EIS, it would seem essential that some attempt is made to quantify the value that would be created by each action Alternative. In the case of Alternative 3, with the creation of a second spine, used exclusively by high speed passenger trains and with the benefit of greater security of a fully segregated right of way, very high levels of reliability should be achievable.

However, the new and improved infrastructure proposed under each of the Action alternatives will result in considerable disruption during construction. This represents a third area of omission in the analysis. The FRA acknowledges that the planning and staging of work to minimize adverse impacts to ongoing operations will be challenging and notes that there will be adverse impacts on train operations, with temporary reductions in service levels, longer travel times and reduced on-time performance and reliability. While these impacts are rightly highlighted, their effects on demand and ridership and the financial performance of the train operators will be material and will differ in magnitude between the Alternatives. We suggest that the evaluation of the Alternatives for the Tier 1 EIS should at a minimum reflect the relative disruptive impacts of construction on train operations.

The Draft EIS cites integrated ticketing and fares across the NEC to improve passenger convenience, and reduce station dwell times and overall travel times as a key project benefit, and it is the fourth omission that we believe should be addressed.[39] There are of course costs associated with creating a simpler user-friendly system, but worldwide this is the trend, with mobile phone booking or paperless authorities to travel. Often, the investments needed are found to represent very good value for money and can ultimately achieve operating cost savings. So the additional demand induced by the convenience value of integrated ticketing and fares also needs to be factored into the forecast demand and revenue analysis: it is a key part of transformational change and is likely to have a significant bearing on modal choice. Convenience is a critical variable in how people choose to travel.

The fifth issue is that a number of the (higher end) investments would bring associated cost efficiencies and the lower operating costs associated with cab signaling (a pre-requisite for the new line in Alternative 3) and this should be reflected in the EIS.

The sixth missing point that should be addressed is that there is no consideration of post-2040 impacts. Such impacts fall differentially across the alternatives, because they have differing capacity reserves. We acknowledge that this requires simplified assumptions on a trend basis, but the EIS as presented ascribes no value to the capacity reserves created by the higher spend alternatives, nor costs to the constrained – and in future years inevitably congested – outcomes of the lower cost options.

The final point is the desirability of adding sensitivity assessments around some key areas and these include the following areas:

- The effects of a much higher level of induced demand (in line with international experience, as described in section 3)
- Impacts of fuel price and hence auto operating cost changes

[39] Draft EIS, Section 4.2.2.1 of Chapter 4

- Sensitivity to auto congestion and operating cost levels
- Sensitivity to demographic growth both pre- and post- 2040
- Premium fares applied to new high quality high-speed services

Missing Aspects of Analysis

There are five missing "jigsaw pieces" – areas that are not addressed in the EIS. We discuss them here, and indicate how they would affect the FRA's consideration of the action alternatives had they been included in the Draft EIS work to date. We understand their exclusion to date cannot be made good readily without further FRA-commissioned analysis. But we suggest how they can be taken into account in coming to a view on a Preferred Alternative.

The five topics are:

- Deliverability
- Commuter service development
- Freight development
- Hub station development
- Effects on competing modes (highways and airports)

Deliverability

While the sequencing of construction for each of the Action alternatives is briefly discussed in Chapter 8 of the Draft Tier 1 EIS, the deliverability questions associated with the implementation of the infrastructure changes have not been considered.

Whether infrastructure changes are an adaptation on existing rights of way in the NEC or form part of a new spine route has a critical effect on deliverability. In both cases, there will be environmental impacts to consider – and these will need to be assessed in future Tier 2 EISs. But decisions on the best way forward need to reflect the fact that major investment in the existing corridor in anything like the timescales implied by a 2040 planning horizon year entails levels of investment and of *disruptions to services* that are likely to be on an unprecedented scale. In terms of retention of service continuity, a better approach is one that centers on creating new alignments.

At the programmatic level, it would be unreasonable to seek estimates of work schedules from which disruption levels, even in outline, could be quantified. But this fact alone is reason to ensure that the transformational level approach as reflected in Alternative 3 is not rejected: it may be that, on further study, some of the incremental developments envisaged in Alternatives 1 and 2 turn out to have unacceptably protracted delivery timescales.

There are several other points on deliverability. The first is simple: the impact of greater levels of service disruption from a failure to achieve a state of good repair (the No Action alternative) has not been estimated. This serves to underline the conclusion that the No Action alternative is unsupportable.

Creating additional capacity with more tracks, at/through stations and on plain line, results in increased resilience/redundancy. For times of major future renewals, for example, a parallel route/pair of tracks can be made available for use. This benefit is not easy to quantify, but it is nonetheless real and simple indicators could be used to show how the alternatives perform in regard to added network resilience.

A specific way in which this leads to an important strategic choice is whether to build new spine capacity first and then using the completed section of new line to direct services while the original route is brought to a state of good repair. The alternative incremental approach would be to make the improvements to the existing line first, expecting that this will help build market share and wider economic value, and then create the additional capability of a new line. We suggest that these choices should be considered on a case by case basis (and that would be a Tier 2 matter in due course) but these options are only available if there is commitment to a long-term development program that creates new track capacity off-line.

More generally, the Draft EIS gives little or no consideration to phasing, suggesting that is for later. However, there will be little clarity around the NEC FUTURE vision if the preferred approach makes no reference to this area, and specifically around where the priorities lie within the overall program. The question of sequencing is one to which the FRA may wish to devote some attention: which elements are needed before others can be properly utilized? Which can be considered independent of each other? Looking at these areas would be helpful in forming a view on the Preferred Alternative.

Funding for each alternative is inevitably a key part of any deliverability assessment. Analysis conducted by Steer Davies and Gleave and KMPG for Amtrak in support of its Vision for the Northeast Corridor updated in 2012[40] identified a trajectory through which, by creating new ring-fenced infrastructure assets initially funded by government sources, it would be possible to raise revenue from private sources and use those sources to downsize the scale of federal/state funding needed for future stages of the investment program. This would be a matter for policymakers to decide, but the essential requirement is that new asset creation minimizes risks for private sector investors. This can be achieved provided asset condition (otherwise a major risk and deterrent with the historic assets) can be readily assessed and understood; and if there is a clear revenue stream from making the asset available to other train service providers. The projected strong commercial performance of the Intercity Express service element points to how this can be realized without the circularity of needing increased subsidy to cover access fees payable to the private sector.

In short, if the FRA wishes to create the possibility of future private sector funding of parts of the NEC, then it would need to ensure that its vision provides for new infrastructure that supports the profitable operation of rail services – and in practice that means high-speed rail.

Commuter Service Development

Consideration of how the capacity that can be increasingly created through Alternatives 1, 2 and 3 could be used to expand – indeed transform – commuter rail operations is, surprisingly, absent from the analysis. A primary benefit of a new spine route for express services is the capacity released on the existing corridor for which the prime candidate use would logically be expanded commuter services.

We would suggest that the FRA might use the next period to work with state and local government and with operators to develop outline commuter service concepts – analogous to those it has already developed for intercity services – and then see how the Alternatives are best suited to facilitating their introduction.

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[40] https://www.amtrak.com/ccurl/453/325/Amtrak-Vision-for-the-Northeast-Corridor.pdf (reference page 22, NEC Business & Financial Plan)

Freight

Existing freight services on the NEC are treated as a fixed requirement in the Tier 1 analysis. In practice freight demand and service requirements are evolving continually and rapidly. The consultations may reveal freight company ambitions that would help take further trucks off the highway network, for example. In any event, we suggest that the FRA should seek to understand what use could be made of the existing NEC if Alternative 3 is adopted and significant additional capacity, and score its performance in the EIS accordingly.

Hub Station Development

The Draft EIS suggests that a connecting timetable approach, possibly with "pulse hubs" at major stations would bring significant benefits. However, neither the costs of achieving this outcome nor its benefits have been identified. It is not possible therefore to reach any conclusions on this matter in the EIS, and therefore we suggest that references to this concept should only be included if they can be supported by an indicative assessment.

A related question is the matter of access capacity to NEC stations. Expanding service capacity along the corridor is one matter. But the availability of access facilities (walk, cycle, bus, transit and auto) each need to be considered too. There will be costs and benefits from any capability/capacity improvements that extend beyond those related to travel along the NEC that need to be assessed. At this stage, we would suggest that the final EIS needs to reference this issue and how it should be regarded.

Effects on Competing Modes

As noted in Section 3, the EIS analysis is, in our view, very cautious in its estimates of the effects of Corridor enhancement on other travel modes. The evaluation, moreover, excludes any consideration of the benefits for highway users of what we believe would be likely to be a much greater impact. This also applies to air travel where the scope to reduce congestion at airports is significant.

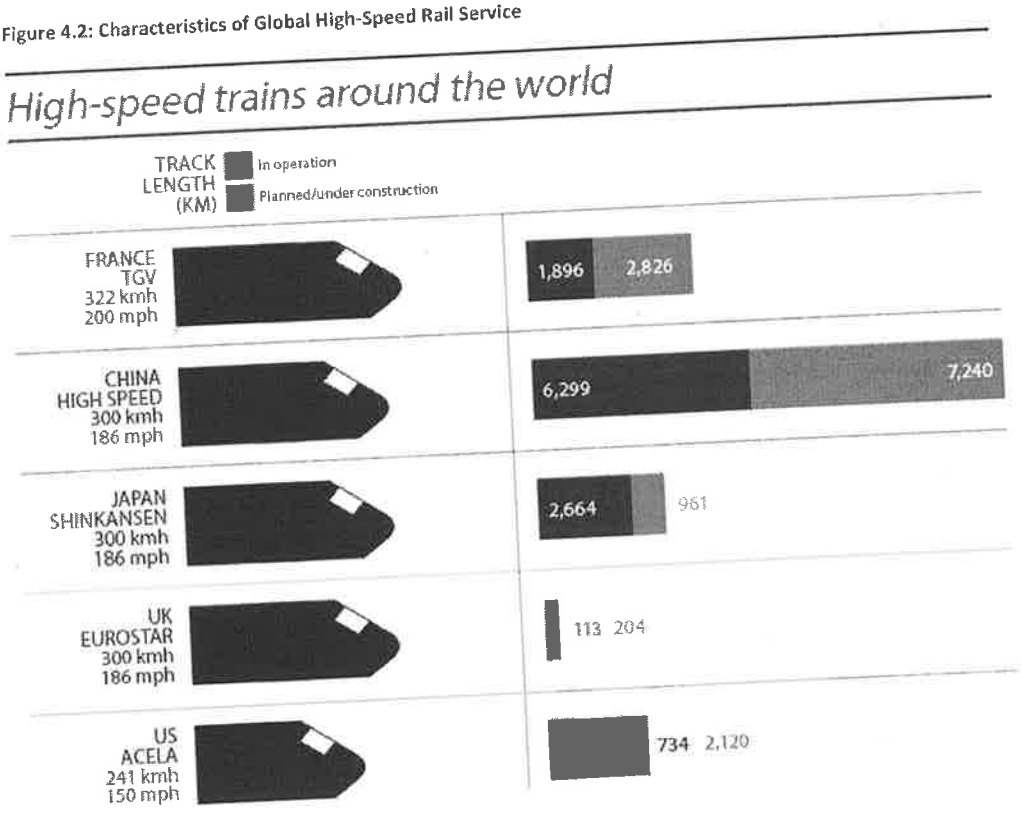
Global Trends

The NEC is unique in the US. Therefore comparators have to be drawn from elsewhere. The world has embraced high-speed rail as a means to secure economic competitive advantage. The pace of development is remarkable as illustrated in Figure 4.1: and Figure 4.2.

Figure 4.1: Key Figures on Global High-Speed Rail Development

Source: UIC

Figure 4.2: Characteristics of Global High-Speed Rail Service



Source: UIC/Amtrak

In the diagram shown in Figure 4.2, the planned mileage in the US relates to plans in California and in the NEC – plans which are subject to the Tier 1 EIS. It is an optimistic representation since the operating speeds shown in all countries except the US is the line standard, whereas in the US case it is the top speed capability of the train, achievable only over short sections of track.

But the driver of these developments – which have also taken place in South Korea, Germany, Spain, Italy, and are planned for India, Malaysia, Thailand, Sweden, Russia, and Morocco – is economic development. In many cases (France and India are good examples) the problem is that the existing network was/is congested. Investment in better connectivity between major cities is seen as a way to achieve the following:

- Expanded business markets
- The agglomeration benefits from creating better access to high value business centers
- Expanded commuter markets – especially from using released capacity to expand commuter operations
- Quicker journeys to work and for business meetings
- Greater journey reliability and system safety
- Increased business efficiency and labor market productivity
- Scope for more freight on rail
- An opportunity to rectify deficiencies in historic first generation railroads
- Pressure relief for overcrowded highways and airports
- Least damaging environmental impacts of the options available to increase capacity.

5 Way Forward

The Draft EIS provides thorough, transparent and extensive documentation, forming part of a comprehensive planning effort to define a long-term vision for the corridor that includes passenger high-speed rail. Furthermore the FRA has taken a logical approach to distinguish the choices available: to *do nothing*; to *maintain* the role of rail in the NEC; to *grow* the role of rail in the corridor; or to *transform* the role of rail.

It is evident that to do nothing would have serious consequences: declining service punctuality and extended travel times as speed restrictions need to be put progressively in place to safely operate over ageing infrastructure. Customer demand – especially in the context of the expected demographic growth in the corridor – could not be met. The ensuing loss of rail market share – reversing recent trends – would put even greater pressure on the highway network and airports. Connectivity between the Northeast's major cities and other communities would decline. The economic gains of widening labor markets and of expanded corridor resident job choices could not be met either. A stand-still is impracticable. At the very least, the investment needed to maintain rail's market share and role in the NEC is required.

However, the question of which of the three investment alternatives (maintain - grow - transform) has not, in our view, been sufficiently addressed in the evidence that the FRA has provided. As discussed in the preceding sections of this report, there are significant questions around the analysis carried out to date and we respectfully suggest that these should be addressed before the FRA reaches decisions on its preferred alternative.

Our evidence suggests that there is a strong case for the transformational approach to investment – albeit one that progresses through stages ("stair-steps"), as encapsulated by Amtrak's Vision for the Northeast Corridor.[41] Such an outcome is possible and therefore, we suggest, the way forward should not preclude transformational investment in the NEC.

The "maintain" and "grow" alternatives considered in the EIS also have merits. But the Draft EIS does not make clear there is a need to expand network capacity and that the most efficient and safest way to achieve this is to provide separate infrastructure for high-speed intercity, commuter rail and freight services. This is what transformational investment would achieve.

The scale of capital investment required naturally grows as the policy ambition progresses from maintain → grow → transform. For reasons that we have discussed earlier in this response, the assessed impacts of these three "do-something" alternatives do *not* show a correspondingly positive progression as would be expected.

These reasons relate to the following, which we summarize in turn:

[41] https://www.amtrak.com/ccurl/453/325/Amtrak-Vision-for-the-Northeast-Corridor.pdf

1. The specification of each alternative, in terms of service levels and fares
2. Assumptions made in the demand forecasting work
3. The evaluation methodology
4. Omissions from this stage of the work.

In each case, we highlight the additional analysis that we suggest should be undertaken to address the identified issues (shown in **bold** type).

Alternative Service Specifications

Here we cover the important inter-relationship between infrastructure investment and operating service assumptions.

The Draft EIS rightly sets out to assess different ways of meeting market needs. The logical sequence is therefore market needs → service specifications → infrastructure requirements. In practice, this entails some iteration between operational and infrastructural specifications to ensure consistent treatment of alternatives. The risk is that some alternatives are over-specified (resulting in low load factors) or under-specified (with unrealistically high load factors) – and, indeed, as we have shown, both of these unfortunate outcomes have arisen in the Draft EIS.

A generic issue that affects all aspects of the evaluation of alternatives is that all three action alternatives presume that a new type of service will be introduced onto the NEC. This is denoted "Metropolitan" service, and it has the characteristic of being able to operate at high maximum speeds (160 mph), with high acceleration and deceleration rates; it operates at high frequency levels (typically 4 trains/hour, on a standard interval pattern) and stops at all of the stations served by today's slower Amtrak services *and* at selected stations (unspecified in the Draft EIS documentation) served today only by commuter service providers. Whether or not this type of service innovation is appropriate cannot be judged since it features in every investment case.

What is certain is that this expanded "Metropolitan" high frequency service, with fares set at a level well below the Intercity Express (IC-E) services, diverts a significant amount of demand away from the less frequent limited stop IC-E service. Further, in our view the demand modeling does not account for market responses to rail product differentiation that can be observed today, and it underestimates the likely appeal of IC-E service to corridor travelers. The net effect is a worsening in the commercial performance of rail operations on the corridor. In turn, with existing passengers encouraged to switch from the higher-priced, premium service to a slower but significantly cheaper service, this is likely to be detrimental to the financial feasibility of investment in the NEC.

We recommend that the action alternatives should be reassessed assuming – as the infrastructure permits – expansion of intercity express/high-speed services, of NEC corridor services, including feeder lines and commuter services with no presumption of a new "Metropolitan" tier of service.

Fares

The Draft EIS presumes a reduction in fares in the investment alternatives compared with both today's levels and the projected levels under the No Action alternative – the one exception being the Intercity Express fares in the three Action alternatives, which remain at existing levels. It would be more usual to assess alternatives consistently with no change in fares levels

in real terms and **it is suggested that the full set of alternatives is tested with a no-change approach to fares.** Sensitivity tests can then be carried out as appropriate.

As matters stand, the assumptions made on fares are one of several factors leading to a worsening commercial performance as the alternatives support improving levels of service. This is the exact opposite of what might be expected in practice, where a better offer in a competitive travel marketplace – at least for intercity travel – might be expected to attract some levels of fares premium **and this it would be useful to test as a sensitivity.**

Service Frequency

The Draft EIS assumes substantial increases in service frequency from No Action to the Action alternatives, including up to 151 trains per day between New York and Washington approximately equally split between IC-E and non-express Intercity (IC-C) services.

The demand models used assume there is little to no impact on ridership for frequency levels above 50 trains per day per service (IC-E or IC-C). This means some of the high-frequency alternatives incur significant capital and operating costs without commensurate benefits, merely redistributing riders between different numbers of trains.

The levels of daily train frequency tested separately for the IC-E and the IC-C services as part of the NEC FUTURE work are above the levels typically examined in the US. But when higher service frequencies have been assessed in other countries, there would be no arbitrary cut off in frequency impact: the advantages of trains at 10 minute intervals rather than 15, for instance, would be reflected in the demand modeling and appraisal. Experience suggests that high service frequencies that facilitate a walk-on approach, rather than requiring travelers to plan and book ahead, are fully compatible with load/seat management (it has been feasible with the French TGV network from the outset, for example) and are part of the transformation of service offer that could be pursued in the NEC.

Operating Speeds

While Alternative 1 entails $64-66 billion of capital expenditure in comparison with the No Action case, the Tier 1 analysis suggests this would result in a significant *slow-down* of both the Intercity Express and Intercity Corridor services[42]. **We suggest that Alternative 1 should be re-examined with a more realistic travel time response to investment (and any consequential adjustments made to the specifications of Alternatives 2 and 3).**

Implications for Load Factors and Commercial Performance

When applied together with the demand modeling, the service specification issues lead to conclusions that are implausible (but which can be corrected):

- The overall annual financial contribution from operating NEC services declines from the No Action Case to Alternative 1 ("maintain"); declines further in the case of Alternative 2 ("grow"); and yet further in the case of Alternative 3 (transform"). On this basis – which ignores the treatment of investment costs – if judgement were to be made on commercial criteria alone (which, to be clear, we recognize the FRA does not propose), the preferred outcome would be the No Action case. However, we consider that these conclusions are

[42] As noted in section 2 above, the reduction in average speed observed in Figure 4 may be a function of irregularities in the source data. They appear to contradict the headline journey times shown in Table 2 above. If the average speeds shown in Figure 4 are in fact erroneous, the comment here may not be applicable.

faulty and will be very different if the assumptions made in the analysis are changed as suggested.

- An indication of how the service levels specification might be best adapted is that the analysis to date shows that the IC-E service accounts for by far the largest financial contribution in all Alternatives (while the IC-C services decrease from an annual net contribution of $387 million under the No Action option to a net loss in Alternatives 2 and 3). By way of contrast, the 2012 Amtrak NEC Business & Financial Plan[43] had a balanced outcome, with IC-C services retaining today's levels of demand while IC-E demand expanded by nine times by 2040.
- The average load factor becomes very high and possibly unachievable in the No Action option, but with Alternatives 2 and 3, with higher capacity rolling stock provided, load factors drop well below current levels. In the case of the IC-E service, the load factor drops to around a third of the current loading on Acela, while the average fare remains around the same and travel time and frequency are greatly increased – a very unlikely combination of outcomes.

We recommend that each of the alternatives should be re-specified and iterated as necessary with service levels and fares that meet demand with acceptable and consistent results in terms of load factors, and without a presumption of a new (Metropolitan) tier of service.

Demand Ridership Modeling Methodology and Demand Forecasts and Evaluation Methodology

The FRA study team undertook welcome extensive data collection efforts that provide an improved understanding of travel conditions and passenger perspectives along the NEC. But a number of issues arise with the methodology applied in both demand modeling and evaluation of alternatives. In summary, these are:

- 75% of the possible ridership change on Intercity services (IC-E and IC-C combined) against No Action is achieved by Alternative 1 even though it has the least incremental service level increase among all the Action alternatives
- Air modal diversion is very low in all of the Action alternatives. Where service speeds are significantly improved between Boston and Washington, this is contrary to current experience in which Amtrak enjoys the majority of the air-rail market share between New York and Washington and between New York and Boston.
- The estimated levels of induced demand – between 0.6% and 1.1% for the Action alternatives – appear very low in comparison to international experience. Induced demand levels of between 6% and 27% have been observed on European high-speed rail systems, and such ranges are commonly accepted in similar international rail planning projects. For example, the demand model that supports the business case for HS2 (high speed rail service between London and several other British cities) suggests 24% of trips will be from induced travel, and the 2012 Amtrak NEC Business & Financial Plan assumed 11% of trips from induced demand.

[43] https://www.amtrak.com/ccurl/453/325/Amtrak-Vision-for-the-Northeast-Corridor.pdf (see section 5.0)

Evaluation Methodology

Employment Effects

The EIS follows standard practice for estimating construction and rail sector employment effects, using RIMS II guidance published by the Bureau of Economic Analysis. This methodology is supported by a number of assumptions, some of which may not be applicable when considering the delivery of infrastructure at the scale of NEC FUTURE Action alternatives. In particular, we highlight the following RIMS II assumptions and inputs which may not be applicable to the assessment of NEC FUTURE Action alternatives:

- "I-O models assume that industries do not change the relative mix of inputs used to produce output"
- "I-O models are often referred to as 'fixed price' models because they assume no price adjustment in response to supply constraints"
- "RIMS II multipliers for the construction industry are based on national averages across a wide variety of construction projects".

In order to have confidence in the resulting estimates of jobs and earnings, it is our view that the issues identified above should be considered explicitly within the Final Tier 1 EIS.

We also note that the estimates of construction jobs supported by Tier 1 EIS Action alternatives appear high. Under Alternative 3 the equivalent of 70,000 direct and 75,000 indirect full-time equivalent jobs are supported for the 25-year development and construction period (2016-2040).

We recommend that construction employment estimates should be benchmarked against other domestic infrastructure investment and/or overseas rail investment employment to establish that the NEC FUTURE estimates are within a reasonable range.

Travel Market Effects

The assessment of travel market effects is influenced heavily by assumptions regarding service frequency, travel times and rail fares. The rationale behind many of these assumptions is not clear and we are concerned that arbitrary assumptions about fare policy may damage the case for the Action alternatives. In practice, implementation of the Action alternatives may well present an ideal opportunity to review existing fare structures across all service types, but policy shifts on fares should be kept separate from this assessment of infrastructure need.

In the absence of optimized fare assumptions, we do not consider that estimates of the travel market effects are reliable. Furthermore, until this issue is resolved, we do not consider that it is possible to draw any conclusions regarding potential changes in the need for public financial assistance for rail services in the corridor i.e. the relative affordability of alternatives.

We suggest that the assessment of travel market effects should be repeated with equivalent fares in the No-Action and Action alternatives in order to remove and isolate the impact of assumptions regarding fares.

Economic Development Response

The economic development response (in particular the agglomeration benefits) to all Action alternatives could be very much greater than the Draft EIS suggests. Experience from overseas suggests that the combination of labor market effects and agglomeration effects are typically of the order of 10%-30% of travel market effects, and there are good reasons to believe that

interventions on the Northeast Corridor could be towards, if not exceed, the upper end of this range.

While there is limited local evidence regarding the relationship between economic density and productivity within the US, the exclusion of quantified assessments may affect both the conclusions regarding the public benefits of individual alternatives, as well as the ranking of mutually exclusive project options. In the absence of such evidence, there is a danger that the measures currently reported within the Draft EIS do not provide an adequate proxy for such methods.

Business connectivity and agglomeration benefits may be underestimated in the current demand modeling methodology, where regional and intercity services are forecast separately. This will especially impact the Action alternatives, where there are significant improvements in service speed and frequency. **We would suggest that the FRA should consider whether such measures could be developed to inform the final EIS.**

Comparing Costs and Benefits

The adopted horizon year of 2040 has the potential to distort the comparison between project costs and benefits and between alternatives, because:

- Capital costs are expressed as a total for the entire 25-year construction phase (2016-2040), while estimates of operating costs and all benefits are for a single year
- The benefits of alternatives that bring significant longer-term improvements, e.g. through providing additional capacity, cannot be captured.

We note that "the purpose of the NEC FUTURE program is to upgrade aging infrastructure and to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger rail services on the NEC for both Intercity and Regional trips, while promoting environmental sustainability and continued economic growth." By truncating the assessment horizon to 2040, there is a risk that the incremental benefits of Action alternatives relative to the No-Action alternative are likely to be understated. In turn, the full contribution of Action alternatives to meeting long-term objectives for the Northeast Corridor is not captured.

Given the long-term objectives for the Northeast Corridor and the expected asset lifetime of Action alternatives, we would suggest that the FRA should update the analysis with the assessment horizon of the costs and benefits extended beyond the expected service commencement year.

Addressing Omissions: Further Analysis and Evidence

As acknowledged in the EIS, there are various indirect benefits under the Action alternatives including increased connectivity, redundancy/reliability and economic growth, that have not been quantified within the study. As set out in the preceding section, it should be possible to vary assumptions and carry out sensitivity tests to make good these weaknesses before determining a preferred alternative.

Five key missing "jigsaw pieces" – areas of analysis not covered by the EIS – have been identified and described in the preceding section.

The five topics are:

- Deliverability
- Commuter service development

- Freight development
- Hub station development
- Effects on competing modes (highways and airports).

Consideration of these areas will provide a more comprehensive picture of the costs and benefits of each alternative and we suggest therefore that they should be quantified and included in the evaluation and selection of the Preferred Alternative.

Conclusions on Infrastructure Alternatives

The Draft EIS recognizes that the NEC is an unmatched transportation asset, connecting the major metropolitan areas of the Northeast megaregion. Its significance has been highlighted by the EIS process, in which extensive baseline data collection has revealed a good understanding of current travel conditions. There are today no plans in existence to address the challenge of demographic and market growth – and this is true across the transportation system as a whole, not just rail.

As the draft EIS makes clear, this is not simply a choice between the identified alternatives of no action, "maintain", "grow" and "transform" but to define an overall vision. It would be most helpful if this is expressed in terms of a long-term strategy with defined and measurable goals and a set of signposts on how the FRA wishes to see the vision realized.

We have identified evidence that would support a view that the vision, having ruled out "No Action" (for the reasons given earlier), should provide for transformational growth of NEC rail. This would entail commitment both to an overall vision – as anticipated in the Tier 1 EIS – and to a long-term multi-stage investment program that allows rail service providers to plan investment in equipment.

We believe there is a strong argument in favor of a transformational approach rather than an incremental approach based on the following:

1. In the absence of plans to expand the capacity of either the highway or aviation sector, and in the face of substantial market demand growth, rail in the NEC needs to make a more significant contribution and its capacity and capability therefore need to be *substantially* expanded
2. New infrastructure designed to operate services free from conflict with trains with very different operational characteristics will create assets of commercial value that are capable of attracting *non-Government funding*
3. Only by removing the higher-speed (160 miles/hour or above) express services from existing running lines can capacity be created for a significant *expansion of commuter rail* services
4. The scale of economic benefit to the wider economy has been underestimated in the Tier 1 Draft EIS: a combination of super-dependable high-speed rail and expanded commuter rail will support the *rapid growth of the economies* of the metropolitan areas and businesses along the length of the corridor.

Overall Conclusions

The Draft EIS overstates the costs of expansion of services in the corridor: the options tested have unsupportable low load factors – and it is not clear that it would be worth investing in the "Metropolitan" service concept that is common to all the action alternatives.

The demand analysis underestimates the likely market response to the improvements examined. Higher frequency options are precluded from generating a positive market response because of the demand forecasting assumptions made. Benefits from induced travel (journeys that would not otherwise be made), from relieving the stress on competing travel modes, and from transformed on-time service reliability, are each seriously underestimated. The benefits attributed to agglomeration effects are much lower than comparable international estimates, and the benefits attributable to urban redevelopment have only been formulated at an indicative level.

On the other hand, little attention has been paid to the need to expand access service, to commuter rail as well as intercity rail. This will bring significant costs – as well as benefits – that are being ignored. We suggest they should feature in a programmatic level EIS since they are an inescapable part of expanding the role of rail in the NEC.

Based on the review that we have conducted into the analysis that underpins the draft NEC FUTURE EIS, we respectfully suggest that the FRA re-examine the specifications and assumptions identified above before drawing conclusions on the preferred alternative.

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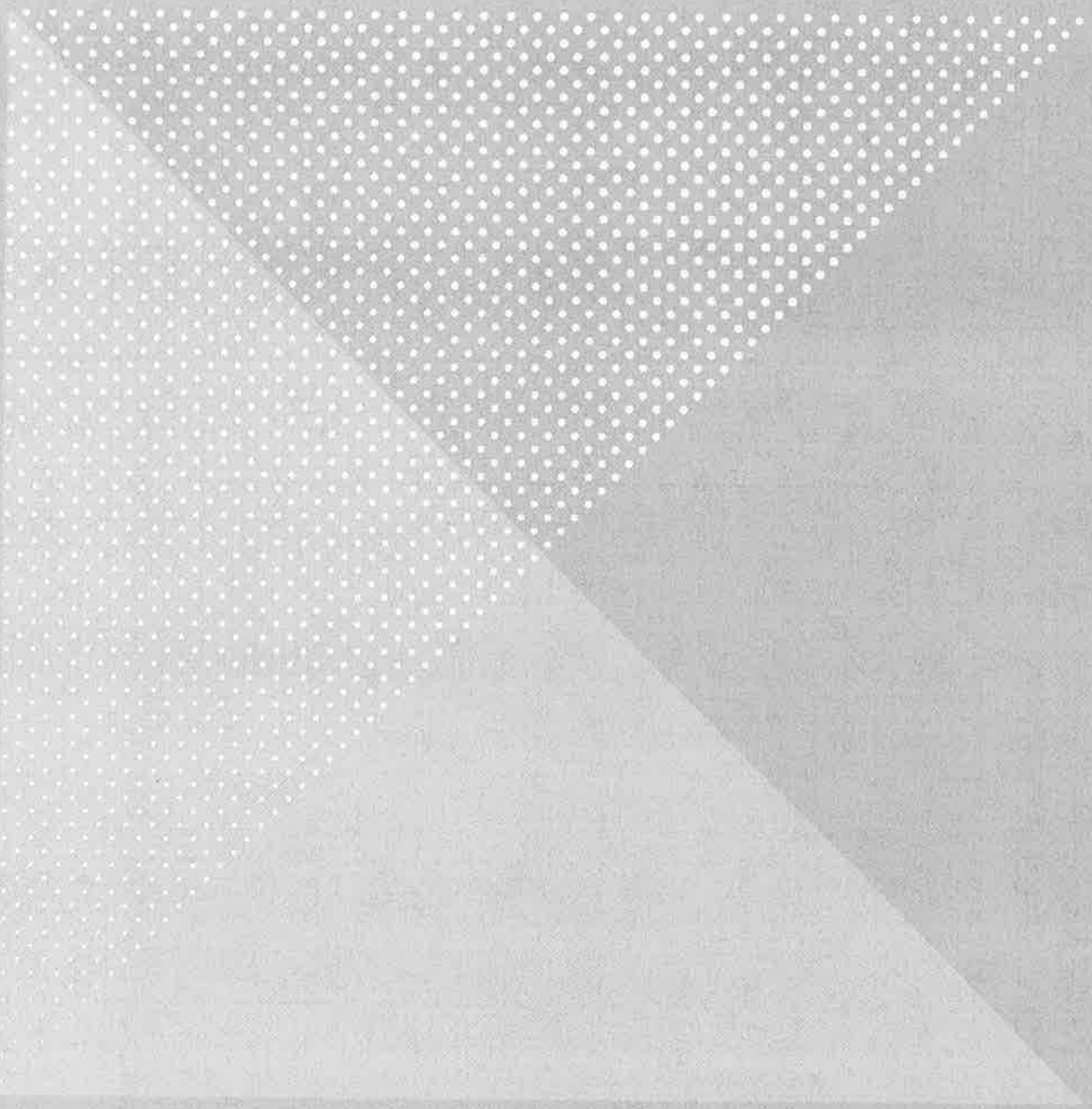
Appendices



A Revenue and Ridership Forecast Comparisons with California High Speed Rail

Revenue and Ridership Forecast Comparisons with California High Speed Rail

Introduction

As part of our review of the Draft Tier 1 EIS for the Northeast Corridor, we also sought to examine how the revenue and ridership forecasts for high speed rail in the NEC FUTURE study compare with those developed for the proposed California High-Speed Rail (CAHSR) system. In this Appendix we draw a high-level comparison between publicly-available information from the studies of these two proposed High-Speed and Intercity Passenger Rail (HSIPR) systems. The CAHSR system has been carefully studied over a long period of time, with extensive review and refinement of its ridership forecasts. Because of this, the CAHSR forecasts provide an interesting point of reference for proposed NEC improvements.

Approach

We focused on comparing the forecasts for Intercity Express (IC-E) in the NEC FUTURE study with the CAHSR forecasts because of the similarity and commonality of the two rail services' characteristics. Our aim was to compare mode share estimates for CAHSR with those reported in the NEC FUTURE study, not to compare absolute ridership numbers. We reviewed publically available ridership and revenue forecasting reports published by the California High-Speed Rail Authority[44]. The most recent ridership and revenue forecasts were developed using the 2014 Version 2.0 enhanced ridership model, which reflects major changes in the data and models used from prior versions. Version 2.0 represents the Authority's most recent and current analysis and judgment regarding the proposed high-speed rail, incorporating recommendations and comments from the Authority's Ridership Technical Advisory Panel (RTAP), the Authority's Peer Review Group (RPG) and the General Accountability Office's report.

Findings

The updated 2014 CAHSR reports include market-level HSR mode shares for major CAHSR markets developed for 2040. Table A.1Table A.1: presents the HSR shares for selected major CAHSR markets from the mid-level forecasts (the central case).

[44] http://www.hsr.ca.gov/About/ridership_and_revenue.html

Table A.1: CAHSR 2040 Mode Shares for Major Inter-Regional Markets for Mid-Level (Central Case) Forecasts

Inter-Regional Markets		Approximate Distance (miles)	Year 2040 Ph1B
SANDAG MPO Area (San Diego area)	MTC MPO Area (San Francisco area)	500	13.9%
MTC MPO Area (San Francisco area)	SCAG MPO Area (Los Angeles area)	383	21.6%
SCAG MPO Area (Los Angeles area)	San Joaquin Valley	226	7.7%
MTC MPO Area (San Francisco area)	San Joaquin Valley	188	8.4%
MTC MPO Area (San Francisco area)	SACOG MPO Area (Sacramento area)	90	2.2%

Note: Phase 1B of the CAHSR proposal does not extend to San Diego: passengers wishing to travel between San Francisco and San Diego would be expected to transfer from the CAHSR to Amtrak's Pacific Surfliner at L.A. Union station. Even with the inconvenience of a transfer, the 2040 HSR mode share in this market reaches 13.9%.

Source: Table 7.4 2014 Business Plan Ridership and Revenue Technical Memorandum (February 6, 2014)

Since the updated 2014 CAHSR reports do not include detailed ridership and revenue forecasts for all modes, we also reviewed reports published by the Authority on earlier versions of the model that were used to support the California High Speed Rail Program Final 2012 Business Plan. Detailed ridership and revenue forecasts developed using the original V 1.0 and V1.1 models were documented in the final technical memorandum[45]. The outputs of the earlier models were reported as low-level and high-level forecasts developed for 2030.

Table A.2 shows the 2030 Phase 1B HSR shares for selected major CAHSR inter-regional markets for the low- and high-level forecasts (central case forecasts not reported) as reported in the 2012 Business Plan. The HSR mode shares forecast by the various versions of the CAHSR model are in the same range.

Table A.2: Forecast of 2030 HSR Inter-Regional Mode Shares (CAHSR)

Inter-Regional Markets		Approximate Distance (miles)	Year 2030 Ph1B (Low)	Year 2030 Ph1B (High)
SANDAG MPO Area (San Diego area)	MTC MPO Area (San Francisco area)	500	10.5%	10.8%
MTC MPO Area (San Francisco area)	SCAG MPO Area (Los Angeles area)	383	30.9%	36.0%
SCAG MPO Area (Los Angeles area)	San Joaquin Valley	226	7.7%	7.3%
MTC MPO Area (San Francisco area)	San Joaquin Valley	188	7.9%	7.4%
MTC MPO Area (San Francisco area)	SACOG MPO Area (Sacramento area)	90	0.0%	0.0%

Source: Table 5.6 and Table 5.7 California High-Speed Rail 2012 Business Plan Final Technical Memorandum

[45] http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012Ch5_RidershipRevForecasting.pdf

To facilitate the comparison between the CAHSR study and the NEC FUTURE study, we evaluated the high-speed rail mode shares for the two systems. Table A.3 shows the Intercity Express (IC-E) mode shares from the NEC FUTURE report. Compared to the CAHSR mode shares in Table A.1 and Table A.2, the IC-E mode shares in Table A.3 are relatively low[46]. The mode share for the Washington – New York market (the most prominent market in the NEC) in Alternative 3 is only 9.8%, compared to the San Francisco area – Los Angeles area (the most prominent market in California) HSR mode share of 21.6% in the V 2.0 model and between 31% and 36% in the V1 model. Even with the one-seat ride between Washington and Boston in the NEC, the Intercity Express mode share is only 1.4% compared to the greater than 10% HSR mode share for a similar distance market between the San Diego and San Francisco areas. Note that for the proposed Phase 1b of CAHSR system, the trip between the San Diego and San Francisco areas would involve a two seat ride with a significant transfer in Los Angeles. In general, for all the markets shown in Tables 1, 2 and 3, the HSR mode shares are much lower in the NEC FUTURE forecasts than the CAHSR forecasts.

Table A.3: IC-E Mode Shares for Selected Major NEC MSA Market Pairs

Market		Approximate Distance (miles)	No Action	Alternative 1	Alternative 2	Alternative 3 Average
WAS	BOS	438	0.3%	0.6%	0.9%	1.4%
WAS	NYP	225	8.8%	6.4%	7.7%	9.8%
NYP	BOS	215	3.1%	2.7%	3.5%	4.1%
PHL	NYP	97	1.3%	1.3%	1.5%	1.8%

Source: NECF Tier 1 Draft EIS Appendix B.8 Tables I-2 to I-8

We also compared the percentage of HSR trips diverted from other modes as forecast by the CAHSR and the NEC FUTURE studies.

Table A.4 shows the percentage of intercity rail trips diverted from the air, auto and intercity bus modes from the NEC FUTURE study. These HSR trip diversion percentages appear low given that the transformational intercity rail service proposed here (at least for Alternative 3) competes quite well with the other intercity modes, and especially the air mode. For example, in Alternative 3, the D.C.-Boston travel time on the IC-E service is reduced to approximately 4 hours, which should result in very effective competition with the air mode after accounting for the terminal security and wait time encountered in air travel. Indeed, in 2014 – with similarly competitive travel times compared to air – Amtrak had nearly 80% and 60% of the combined air-rail market share in the New York-D.C. and New York-Boston markets, respectively. Thus, the share of IC-E trips diverting from air would have been expected to be much higher for this market given the transformational service improvements proposed in rail service in Alternative 3. However, as seen in Table A.4, only 5.7% of HSR trips were diverted from air to the IC-E service for this alternative.

[46] Note that the share of travelers choosing the Intercity Corridor (IC-C) service increased much more than the share of travelers choosing the IC-E service as a direct consequence of the level of service changes (e.g. reduction of IC-C fares and excessive increase of IC-C frequency). As explained in more detail in *SDG's response to the NEC Future Draft Tier 1 EIS*, this increase in the IC-C mode shares took place at the expense of IC-E service.

Table A.4: Percentage of NEC Intercity Rail Trips Diverted from Other Modes and Induced Demand

Mode	Alt 1	Alt 2	Alt 3
Auto	28.3%	34.2%	35.3%
Air	3.9%	4.9%	5.7%
Intercity Bus	4.2%	4.6%	5.0%
% Trips diverted from Auto, Air, Intercity Bus	36%	44%	46%
Induced Demand	0.6%	1.1%	1.0%

Source: SDG analysis of NEC FUTURE Report Tier 1 Draft EIS Table 9-8

The shares of inter-regional HSR trips diverted from each mode were also included in the CAHSR Final Technical Memo and are presented in Table A.5. It is expected that the HSR shares diverting from other modes will be higher in California than in the NEC given the absence of existing and directly competing intercity passenger rail services in California; nonetheless, the predicted percentage of IC-E trips diverted from air for Alternative 3 still appears low in the NEC FUTURE report compared to what was reported in California.

Table A.5: Source of Inter-regional Trips by Mode (CAHSR)

	2030 Phase 1 Blended			
Range	Auto	CVR	Air	Induced
Low	74.2%	1.4%	22.3%	2.1%
High	68.3%	5.2%	24.3%	2.2%

Source: Table 5.8 California High-Speed Rail 2012 Business Plan Final Technical Memorandum

Additionally, the alternative-specific constants[47] (ASCs) for the HSR mode in the CAHSR study imply that, other things equal, HSR is always considered to be more attractive than the air mode. This contrasts with the NEC FUTURE study, where the IC-E alternative-specific constants for both business and nonbusiness travel market segments make HSR less attractive than the air mode when other things are equal. These relative values of HSR alternative-specific constants result in higher predictions of diversions from the air mode to HSR for the CAHSR study compared to the NEC FUTURE study.

Tables A.4 and A.5 also show the percentage of induced rail trips from the NEC FUTURE study and CAHSR study, respectively. Induced trips represent new riders that would not have made trips if the HSR system did not exist. The induced HSR demand percentages reported in California for the 2012 Business Plan (equivalent figures were not shown in the 2014 Business Plan) were more than double those predicted by the NEC FUTURE study. We also observe that the induced demand percentages reported in both the studies appear relatively low compared to what we have seen in HSR studies elsewhere.

[47] Table 6.24 of the CAHSR 2014 Version 2 Model Documentation, http://www.hsr.ca.gov/docs/about/ridership/ridership_CM_and_forecast_FR1_CAHSRA_Model_Doc.pdf

CONTROL INFORMATION

Prepared by	Prepared for
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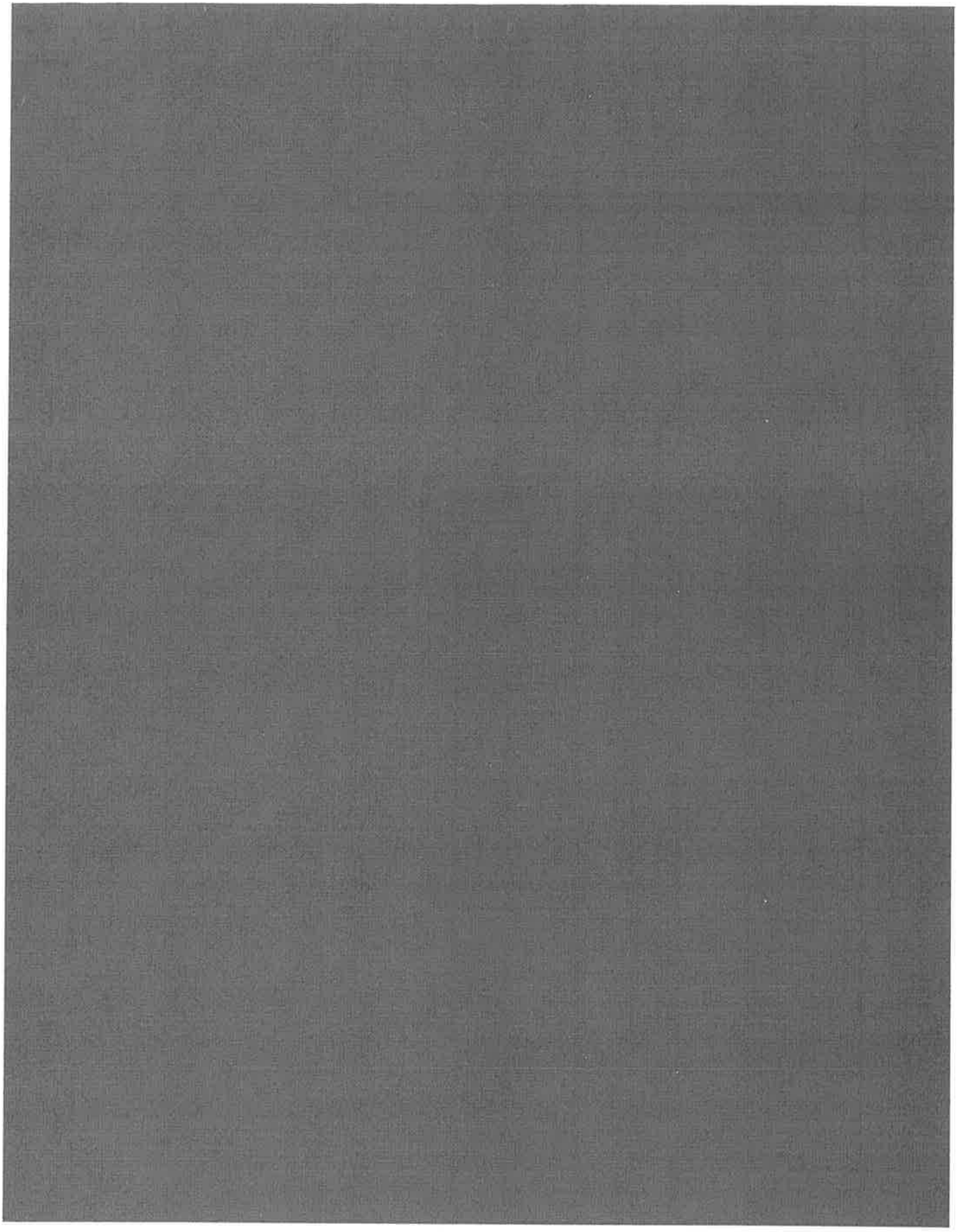
Version issue number	Date
Final	February 11th, 2016



NEC DEIS Comments - RECORD #1410 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Leah
Last Name : Amyot
Stakeholder Comments/Issues :

I oppose Alternative 1 for the Northeast Corridor, which would result in the destruction of the many cultural and historic resources in Old Lyme, CT, environmental harms to the CT Shoreline east of Old Saybrook, CT and would leave the train infrastructure vulnerable to hurricane damage. I support Alternatives 2 or 3, with improved access to Hartford, CT and UCONN.

NEC DEIS Comments - RECORD #2710 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Sally
Last Name : Anastos
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1750 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Jeffrey
Last Name : Andersen
Stakeholder Comments/Issues :

As Director of the Florence Griswold Museum in Old Lyme, Connecticut, I am gravely concerned about the cultural and historic damage to our town by Alternative 1 that runs right through our historic district and in close proximity to our National Historic Landmark Florence Griswold House and Museum. I strongly urge that you remove the new track route that goes through the center of the town as part of Alternative 1 and give priorities to other less damaging alternatives. Thank you. Jeff Andersen

NEC DEIS Comments - RECORD #1219 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Dean
Last Name : Anderson
Stakeholder Comments/Issues :

Forget rebuilding Amtrak for passenger service. Traditional railroads were obsolete for carrying people nearly sixty years ago.

Instead, build a modern monorail system. Run it right, smack down the middle of I-95. Use our shopping malls for monorail stations.

Instead of running down in an ugly gully (which most of the existing rail line is) it'd be up overhead.
The monorail cars will be swift, clean, and quiet. I rode on one at the New York World's Fair nearly fifty years ago. Yet the government keeps dumping endless dollars into patching up an obsolete choo-choo system

The existing track could be used to move freight and freight only. It's good for carrying heavy weight which passenger trains are not. Think about it. It's time for a 21st Century solution to our transportation problems.

NEC DEIS Comments - RECORD #201 DETAIL

Status : [redacted]
Record Date : 1/19/2016
First Name : Geoffrey
Last Name : Anderson
Stakeholder Comments/Issues :

I've often heard the term "relief airport" thrown own about Stewart International Airport. It implies that the three major New York City area airports, and the many regional airports in the area, are at or over capacity. Attempts to increase capacity have occurred, but the reality is most of the airports have expanded to their economical or geographic limits, and can't significantly increase capacity in the long term without massive costs.

This presents a challenge. Without increasing the amount of airport capacity available, flight ticket prices will greatly increase, possibly past what the average middle class family can afford. Without a mass transit alternative, families or business travelers will be forced to drive, which is still quite expensive and time consuming, or choose not to travel.

But, there is a way to increase capacity at airports. Through investment in high speed rail, specifically along the NEC, many more travelers can choose to take rail to their destination instead of planes. Further build out of the nation's high speed rail network would provide even greater competition to airports, thus keeping capacity and prices in check.

Amtrak's Acela service is a great example of a success story. Faster service, more service and more reliability would greatly increase the amount of people who utilize rail as a travel option. Adding options for a suburban station with parking (like Metropark station in NJ) would also greatly increase usage.

Fantastic investments have been made in airport and highway transportation. It's time that we make the same level of investments in our rail networks.

NEC DEIS Comments - RECORD #1068 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Stephen
Last Name : Anderson
Stakeholder Comments/Issues :

I respectfully suggest that rather than the needless destruction of the heart of Old Lyme that the new by pass use the existing, recently upgraded, right of way from New Haven to Hartford and from there follow I-84 to Boston. The existing shoreline service could remain without the destruction proposed by Alternate 1

NEC DEIS Comments - RECORD #1157 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Sydney
Last Name : Anderson
Stakeholder Comments/Issues :

NO!!!! I fully support UPGRADING EXISTING RAIL LINES, but NOT adding any new ones. The new lines would cut through some of our most historical and culturally rich towns, with their historic buildings and landmarks, devastating their way of life and negatively impacting real estate values.
Improve the lines we already have!!!!!

NEC DEIS Comments - RECORD #1261 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Janine
Last Name : Anderson- Bays
Stakeholder Comments/Issues :

Though I like the corridor to include connections along the new haven- new London shoreline, going through historic and tourist destinations is a terrible idea.

NEC DEIS Comments - RECORD #3072 DETAIL

Status : [redacted]
Record Date : 2/17/2016
First Name : Flip
Last Name : Andrade
Stakeholder Comments/Issues :

I oppose to Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Flip

NEC DEIS Comments - RECORD #913 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Geo.

Last Name : Andres

Stakeholder Comments/Issues :

Riding north on amtrak after the Baltimore stop looks like a war zone. Both sides north & south. All passengers on the train are outraged. Baltimore should demolish the whole area before building a new station.

NEC DEIS Comments - RECORD #2979 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Erica
Last Name : Angerame
Stakeholder Comments/Issues :

While I am very excited in the NEC rail plan, I wish that you could find a way to avoid destroying the Lyme School of Art.

NEC DEIS Comments - RECORD #258 DETAIL

Status : [redacted]
Record Date : 1/24/2016
First Name : Norman
Last Name : Angus
Stakeholder Comments/Issues :

As a long term resident of Old Lyme I can not support your plan. The original layout of the Amtrak line should be replaced. However moving it North through the Town of Old Lyme will distroy the town.

It would be better to move the line to cross the Connecticut Rive over the bridge at Middletown.

Why has this been so hidden from the citizens involved. It is a travesty that we were no informed and a hearing was not planned out in the Community that would be most effected!

Why were we not informed?

NEC DEIS Comments - RECORD #493 DETAIL

Status : [redacted]
Record Date : 2/2/2016
First Name : Steven R.
Last Name : Schuh
Stakeholder Comments/Issues :

Hello Rebecca,

Please see attached from County Executive Steve Schuh.

Let me know if you have any questions.

Regards,

Sarah Beardsley
Schedule Coordinator
County Executive Steven R. Schuh
(p) 410-222-2003
(c) 443-679-8396

---------- Forwarded message ----------
From: <ricoh@aacounty.org>
Date: 2016-02-02 3:58 GMT-05:00
Subject: Message from KMBT_C360
To: exbear00@aacounty.org
Attachments : SKMBT_C36016020209580.pdf (639 kb)

STEVEN R. SCHUH
County Executive

ANNE ARUNDEL COUNTY
MARYLAND

P.O. Box 2700 | Annapolis, Maryland 21404
(410) 222-1821 | countyexecutive@aacounty.org | www.aacounty.org

January 21, 2016

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
US DOT
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: NEC FUTURE Tier 1 Draft Environmental Impact Statement

Dear Mrs. Reyes-Alicea:

Thank you for the opportunity to comment on the Federal Railroad Administration's comprehensive plan for the Northeast Corridor rail line from Washington, D.C. to Boston, Massachusetts known as NEC FUTURE. County staff has reviewed the information presented and held discussions with key stakeholders in the county. We offer the following comments.

Rather than advocating for a specific alternative, we offer the following comments on all of the alternatives and would suggest a modified approach. The "Purpose and Need" statement of the study primarily speaks to addressing failing infrastructure or poor service and only secondarily refers to increasing new service as a way of promoting economic growth and environmental sustainability. As such we do not recommend the dramatic increase in new high speed rail service to new markets. The high speed rail corridor should be limited to the dense major urban downtowns currently on the mainline. High speed rail service is primarily for intercity transportation, with the regional rail providing local service. Alternative 3, the "Transform" alternative, costs significantly more with minimal return for the investment over Alternative 2, the "Grow" alternative, as shown in minimal increase in intercity ridership. We support the extra rail line and new hubs in downtown Baltimore and Philadelphia as these areas should be the focus of improved high speed rail service. Similarly addressing the chokepoints should be the focus and not expanding service to new areas.

In addition, it is not clear why Philadelphia International Airport is proposed to have a stop and not Baltimore-Washington International (BWI) Airport, when both the material in the report and the presentations identify BWI as a major transportation hub along the corridor identical to Philadelphia's airport. In keeping with the concept that high speed rail service should be focused on the major urban downtowns and that stops

between those areas should be limited, we recommend that the Philadelphia airport stop not be included. Both the airports and other smaller urban areas should continue to be served by regional, non-high speed rail. Given that the study shows the vast majority of trips will be taken on regional rail, we recommend increased funding for the regional rail services that will make the high speed corridor a success.

Thank you again for the opportunity to comment, and we appreciate FRA's effort to keep us involved and informed in the progress of your proposed plan.

Sincerely,

Steven R. Schuh
County Executive

cc: Maryland House and Senate Delegation
Pete Rahn, MDOT
Mark Hartzell, Chief Administrative Officer
Larry Tom, Planning and Zoning Officer
Chris Phipps, Public Works Director

NEC DEIS Comments - RECORD #2193 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : James
Last Name : Annino
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1 DETAIL

Status : [redacted]

Record Date : 11/10/2015

First Name :

Last Name :

Stakeholder Comments/Issues : Preferred alternative: Alternative 2 at least; Alternative 3 if possible.
Notes: Currently, train travel across the country is painfully slow, unreliable and inconvenient. I do not consider rail as an alternative mode of transportation in its current state. The two biggest issues that need to be addressed are connectivity and speed. Another major concern is that this draft does not include any plans to connect South Station in Boston to the North Station.
The system falls behind may Asian and European countries in all other aspects as well: tidiness, cleanliness, ticketing and seat allotment. Given the inconvenience associated with air travel, the general public who cannot afford Acela for leisure trips is left with just one option: driving; which just equates to a surplus of 300 million Internal Combustion Engines on the roads.
The northeast corridor already has the advantage of a scenic route. If the system is upgraded, maintained, and operated well, it would become a revenue generating machine rather than a chronically sick liability.
However, I am not optimistic of any progress being made given the current state of infrastructure in this country. The lawmakers choose to turn a blind eye to important issues while waging senseless battles on "select" topics to attract voters. All real progress seemed to have halted in the United States in the last few decades. I would be wonderfully surprised if any of the proposed alternatives other than "No Action" alternative become a reality.

NEC DEIS Comments - RECORD #22 DETAIL

Status : [redacted]

Record Date : 11/23/2015

First Name :

Last Name :

Stakeholder Comments/Issues :

very nice post, i certainly love this web site, keep on it kcedeeedebbegbce

Attachments : DEIS_public_a00022 Original.pdf (1 kb)

NEC DEIS Comments - RECORD #41 DETAIL

Status : [redacted]

Record Date : 12/3/2015

First Name :

Last Name :

Stakeholder Comments/Issues :

Alternative 3! Rail is crucial to a sustainable future

NEC DEIS Comments - RECORD #80 DETAIL

Status : [redacted]

Record Date : 12/21/2015

First Name :

Last Name :

Stakeholder Comments/Issues :

Page 4-42 of the report incorrectly states that the travel time from DC to Boston of Alternative 3 would be 5 hr 10 min rather than the correct value (I believe 3 hr 20 min).

NEC DEIS Comments - RECORD #86 DETAIL

Status : [redacted]
Record Date : 12/23/2015
First Name :
Last Name :
Stakeholder Comments/Issues :

Sustain is the only plan that has a real practical chance of being complete within its stated time frame and budget.

Okay. That's the last speaker I have signed up.

Is there anyone who would like to speak at this time who hasn't signed up.

Sure, come on up.

AUDIENCE MEMBER: No, just a question.

My question is, is the New York City subway tracks compatible with the Amtrak tracks? And if so, could we then lend the No. 7 Amtrak tracks to New Jersey?

(Laughter.)

A VOICE: No, no. The answer's no.

THE MODERATOR: So the audience is answering for us.

(Laughter.)

THE MODERATOR: And I think if you wanted to come up and make a statement, we'll do that but otherwise that's a conversation that maybe we'll have after we close the public hearing session. That sounds like more of a discussion. Did someone else want to make a statement, give testimony?

...

Did you want to make a statement?

AUDIENCE MEMBER: Just a quick --

THE MODERATOR: So why don't we -- let me do this.

AUDIENCE MEMBER: Very quickly. Very, very quickly.

My point is that if you make this gateway tunnel for Amtrak, is there any room for New York City subway tracks under that tunnel?

THE MODERATOR: That's the question on the table. Okay.

Do you -- do you want to identify yourself?

AUDIENCE MEMBER: No.

THE MODERATOR: Okay.

Does anyone else want to
don't hear from anyone, what
public hearing portion but we
stay, look at the boards. Th
Also, just remind everyo
as we already mentioned, to s
very anxious to hear from eve
There's comment forms. There
repeat this presentation agai

Anon_0006_TNYNY

mic for additional testimony.

You're just stretching?

AUDIENCE MEMBER: No, no, no. I just wanted -- at one time I think that may have been a physical possibility. It used to be third rail under running shoes to the Hudson Tunnels -- or over running shoe as a -- but that was -- it's not an option any more. The gate is the same but other than that, it's not an option.

THE MODERATOR: This is definitely a room filled with many knowledgeable people so I bet the conversations at the boards are quite good.

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THE MODERATOR: This is definitely a room filled with many knowledgeable people so I bet the conversations at the boards are quite good.

Axon_0007_TNYNY

NEC DEIS Comments - RECORD #139 DETAIL

Status : [redacted]
Record Date : 1/12/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Establish multi use passes or touches for traveling between CT and NJ.

NEC DEIS Comments - RECORD #190 DETAIL

Status : [redacted]
Record Date : 1/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

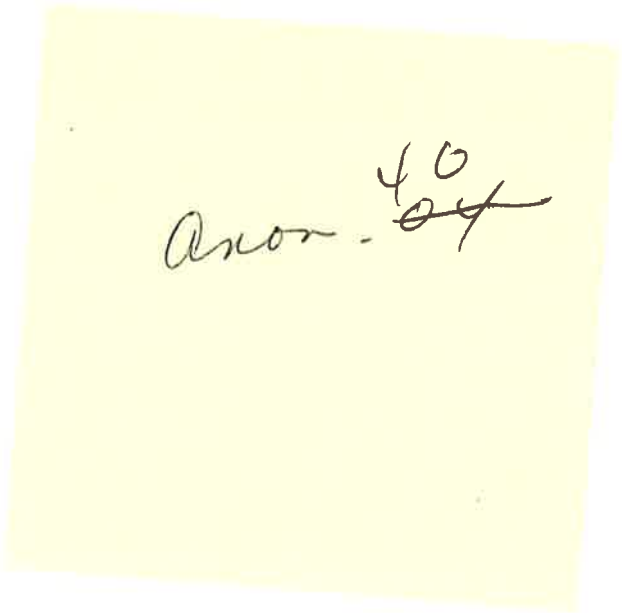
Please stay out of Old Saybrook Old Lyme areas,
-go the direct route.
-Pick up the city's who actually need or want the service.
-we already have a train/bus service
-diversify, hit some of the route don't copy an existing system
-the area was not adequately informed notice to petition
Notice to petition
- please do not add complications to the already hectic beach traffic and congestion avoid the shoreline
- wetlands will be disrupted
- historic areas disturbed
-Wildlife will be displaced
It is shady and immoral to try to pass something like this quietly.
This needs to be proposed publicly. The New London area is very familiar with eminent domain after the US Supreme Court got involved.
Go another route please.
We don't want the tracks, the traffic, the station, none of it.
Hartford Springfield is a better option for everyone, Thank you.

09

NEC DEIS Comments - RECORD #1133 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I support alternative 3. The Northeast US contains a huge percentage of our nation's population, industry and commerce. Yet this region has the oldest infrastructure in the country, with little federal investment. If America wants to remain a world power it needs to act and move like a modern power does. Regional high speed rail is big part of that.



NEC DEIS Comments - RECORD #1146 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

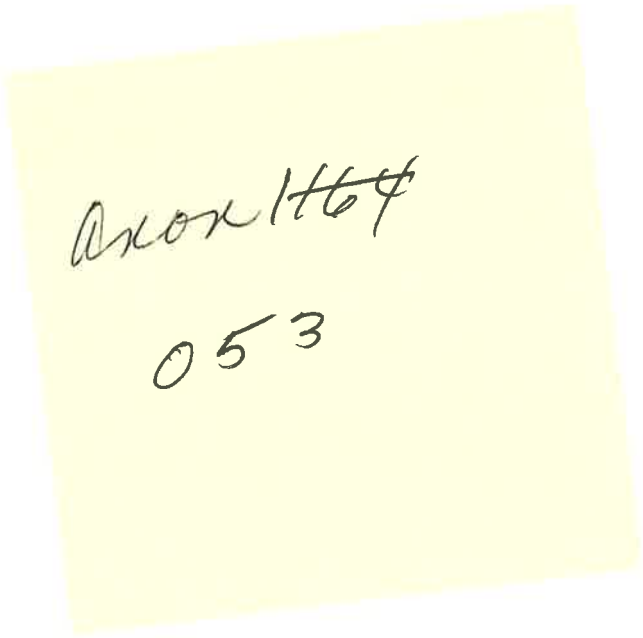
I believe that creating a new rail segment, which will go through the towns of New London and Mystic, is ideal. The Interstate Highway 95 is heavily used and always congested. Constructing a rail segment would alleviate these conditions and provide another way for people living in Southeastern CT to travel and commute to New York CIty and Boston.

Ascox-041

NEC DEIS Comments - RECORD #1164 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I support this project. Stop holding up progress and let them get to work. We need the upgrades to the infrastructure system and this would create jobs.



NEC DEIS Comments - RECORD #2113 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. These plans are unacceptable as they would destroy the campus community, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district.

Документ
088 -

NEC DEIS Comments - RECORD #282 DETAIL

Status : [redacted]

Record Date : 1/25/2016

First Name : Anonymous_0011

Last Name :

Stakeholder Comments/Issues :

Good idea.

11
12

NEC DEIS Comments - RECORD #338 DETAIL

Status : [redacted]
Record Date : 1/27/2016
First Name : Anonymous_012
Last Name :
Stakeholder Comments/Issues :

The most ambitious plan Transform is needed to reduce car travel along 95. Trains need to be cheaper and faster and reliable. A train that stops at Philadelphia airport, Newark and BWI would be a boon to travelers.

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.

NEC FUTURE

(1) Map error
Representative Route
Alternative one - Sheet 2

(2) Schuylkill River to Backs court
change red to blue and green.

Name:

Address:

Email:

www.necfuture.com

NEC FUTURE
U.S. DOT, Federal Railroad
Administration
One Bowling Green, Suite 429
New York, NY 10004

Place
Stamp
Here

Comment Card

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at **www.necfuture.com** or via email to **comment@necfuture.com.**

Thank you for your interest and input!

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.

NEC FUTURE

Supportive of the New Airport Alignment

Not supportive of the New Downtown Phila Station. Keep all services through 30th St Station to create the momentum for revitalization and overall enhancement of that area of the City.

13

Name:

Address:

Email:

NEC FUTURE
U.S. DOT, Federal Railroad
Administration
One Bowling Green, Suite 429
New York, NY 10004

Place
Stamp
Here

NEC FUTURE

Comment Card

NEC FUTURE

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at **www.necfuture.com** or via email to **comment@necfuture.com.**

Thank you for your interest and input!

NEC DEIS Comments - RECORD #359 DETAIL

Status : [redacted]
Record Date : 1/28/2016
First Name : Anonymous_015
Last Name :
Stakeholder Comments/Issues :

It seems like the NEC is getting slower and slower. With trains being the most affordable, convenient, and environmental friendly way to travel, investment in it is key.

NEC DEIS Comments - RECORD #408 DETAIL

Status : [redacted]
Record Date : 1/30/2016
First Name : Anonymous_016
Last Name :
Stakeholder Comments/Issues :

Running a railway through the center of Old Lyme will ruin the charm of this little town. Lyme Street is what makes Old Lyme unique, not to mention all of the history that's taken place there. It's the home of American Impressionism and so much more to so many people, including me. I grew up in Old Lyme and can't imagine a railway running through the center of town. If the railway doesn't impact the historic district of Old Lyme I'd be more open to the idea. The historic district is the backbone of this town, where small businesses and art thrive and taking that away is not right.

NEC DEIS Comments - RECORD #410 DETAIL

Status :

Record Date : 1/30/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Please reconsider changing the location of the rail through the historic district in Old Lyme, CT. The preservation of property values in this area town is personally very important to me. The proposed changes would create huge problems in our little town because the proposed routes would block pedestrian access to Lyme street, cause issues with travel to and from Old Lyme schools, would cut off the old lyme schools from local conveniences on main street, and would cause unnecessary noise near our schools and beloved historic landmarks.

17

NEC DEIS Comments - RECORD #422 DETAIL

Status : [redacted]
Record Date : 1/30/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

This will ruin the historical downtown Old Lyme and cross right near where my children go to school. There must be an alternative to keep it close to where it exists now.

18-19

NEC DEIS Comments - RECORD #433 DETAIL

Status : [redacted]
Record Date : 1/31/2016
First Name : Anonymous_019
Last Name :
Stakeholder Comments/Issues :

I strongly oppose the Northeast Corridor rerouting high-speed rail lines over a new bridge crossing the Connecticut River, across the saltwater marshes at the Lieutenant River and through the historical district of Old Lyme. It would devastate not only the local wildlife, but also the historic Art Colony.

NEC DEIS Comments - RECORD #453 DETAIL

Status : [redacted]
Record Date : 2/1/2016
First Name : Anonynous_020
Last Name :
Stakeholder Comments/Issues :

I would love for the Maryland train to be continued up into Delaware.

NEC DEIS Comments - RECORD #494 DETAIL

Status : [redacted]
Record Date : 2/2/2016
First Name : Anonymous_021
Last Name :
Stakeholder Comments/Issues :

To Whom it May Concern,

As a resident of the Town of Old Lyme, I am writing to express my opposition to Alternative 1 of the NEC plan to improve rail service between Washington D.C. and Boston.

As a resident of Lyme Street (which runs through the heart of Old Lyme's historic village center), my family and I will be directly effected by the proposed NEC plan. The path of the proposed railway would not only cut through the heart of this community and effect major educational and cultural institutions such as the Lyme Academy of Fine Arts and the Florence Griswold Museum, but could quite literally cut through the heart of our historic home (c. 1880) which along with many other homes on Lyme Street have been lovingly and painstakingly restored to their original grandeur. The proposed railway will not only decimate the character and charm of Old Lyme (and our historic village center), but also depress property values in the general vicinity for decades to come. Of course, all of this pales in comparison to the impact on the environment and, most importantly, the health and well-being of my children and my children's children who will be forced to live and attend school (the majority of educational institutions in Old Lyme sit on Lyme Street) so close to a high-speed rail line.

I therefore implore you to abandon Alternative 1 of the NEC plan and seek alternative, more reasonable solutions for improving rail service in the region that will not have such devastating consequences.

NEC DEIS Comments - RECORD #517 DETAIL

Status : [redacted]
Record Date : 2/3/2016
First Name : Anonymous_022
Last Name :
Stakeholder Comments/Issues :

This is a vital and valuable extension of rail transit, one that would provide important commuter access to much of Connecticut and the Northeast. It would also help to eliminate traffic congestion and carbon emissions in the New England area.

NEC DEIS Comments - RECORD #521 DETAIL

Status : [redacted]
Record Date : 2/3/2016
First Name : Anonymous_023
Last Name :
Stakeholder Comments/Issues :

As a UConn grad student, a rail line would be a great and welcome development to connect the thousands of us on campus to major points of interest in the northeast. With a rail line to improve two-way access between Storrs and other communities, there is great potential to grow and enhance many university-community partnerships.

NEC DEIS Comments - RECORD #547 DETAIL

Status : [redacted]
Record Date : 2/4/2016
First Name : Anonymous_024
Last Name :
Stakeholder Comments/Issues :

A train connection in Storrs would be incredibly helpful for faculty and students to travel to and from the university for personal and professional events.

NEC DEIS Comments - RECORD #612 DETAIL

Status : [redacted]
Record Date : 2/8/2016
First Name : Anonymous_025
Last Name :
Stakeholder Comments/Issues :

This rail way will destroy the Eco system that we all love in Old Lyme. It is also set to go through some of the only marsh land that is left on the Old Lyme shore

NEC DEIS Comments - RECORD #631 DETAIL

Status : [redacted]
Record Date : 2/9/2016
First Name : Anonymous_026
Last Name :
Stakeholder Comments/Issues :

As one of, if not the, most densely populated region in the country, the Northeast Corridor deserves to receive massive investment in non-automobile infrastructure. People who live in such a dense region should not have to rely on a private automobile for intercity transit. Expanding rail infrastructure is a key part of making the area livable for people of all incomes and ensuring climate and environmental sustainability. Please adopt Alternative 3 and focus on expanding rail access to as many cities in the corridor as possible.

NEC DEIS Comments - RECORD #724 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Anonymous_027
Last Name :
Stakeholder Comments/Issues :

Need a true express line.
DC
Philly
NYC
Boston

NEC DEIS Comments - RECORD #769 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Anonymous_028
Last Name :
Stakeholder Comments/Issues :

We once were the best in railroads and now we are like a fourth World Country. France has an efficient and fast rail system all over their country moving people and freight. We have gas guzzling trucks. I France can have a TGV why cant we?

NEC DEIS Comments - RECORD #785 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Anonymous_029
Last Name :
Stakeholder Comments/Issues :

How about a truly fast /express train between NYC and Boston /DC?

NEC DEIS Comments - RECORD #826 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Anonymous_030
Last Name :
Stakeholder Comments/Issues :

Do not do this. Dont ruin our beautiful hometown.

NEC DEIS Comments - RECORD #856 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Anonymous_031
Last Name :
Stakeholder Comments/Issues :

I strongly disagree with the addition of these train tracks through the center of Old Lyme, CT. You will be destroying a small town for no real reason. Reducing the time it takes to get to DC from Boston by only 30 minutes is not reason enough to do so.

NEC DEIS Comments - RECORD #872 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Anonymous_032
Last Name :
Stakeholder Comments/Issues :

It's completely criminal the fact that Amtrak even thinks it has the right to build tracks in downtown Philadelphia and to the Airport, bypassing the SEPTA system. You're in Philadelphia, you take their system. Amtrak needs to BACK OFF. You take no care of your infrastructure you share with SEPTA, your equipment is often repaired by SEPTA, it's shoddy, foreign made, and subpar....you have no right to right to even propose a downtown and airport station.

Therefore, the "NO BUILD" alternative is best. At the very worst, Alternative 1.

NEC DEIS Comments - RECORD #901 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Please do not do this. I live on the shoreline, work on the shoreline, commute on the shoreline, recreate on the shoreline. The disruption this would cause would ensure the better part of a generation would not have adequate access to easily take advantage our beautiful area. Not to mention the destruction of historic properties in affected towns. All this to shave 30 minutes round trip? Boondoggle!

NEC DEIS Comments - RECORD #931 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Anonymous_034
Last Name :
Stakeholder Comments/Issues :

I am opposed to the high speed rail through Old Lyme.

NEC DEIS Comments - RECORD #933 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Anonymous_035
Last Name :
Stakeholder Comments/Issues :

As a graduate student at Uconn Storrs ho can not afford a car payment, being a part of the rail corridor would be wildly helpful to me. It would improve commerce in both Providence and Hartford as those are destinations enjoyed by many students who can not visit as often as they might like. I fully support the decision to include Storrs in the railway.

NEC DEIS Comments - RECORD #953 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Anonymous_036
Last Name :
Stakeholder Comments/Issues :

I am against having our town of Old Lyme destroyed by this train. This is not the answer.

NEC DEIS Comments - RECORD #961 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Anonymous_037
Last Name :
Stakeholder Comments/Issues :

Placing an expansion to the train through the historic district of Old Lyme CT would destroy the rich history of the area, not only houses, but the community as well. Putting a train track through the lyme academy campus would also be simply heartbreaking to the students and alumni. It would also completely destroy an important part of the community. The college brings so many people into the town, which is good for everyone: tax payers, businesses, etc. There must be another route the train can take. I take the train often. I know how important it is. But going through a historic area and demolishing a college isn't helping anyone. Please find another route. I'm sure another route as possible.

NEC DEIS Comments - RECORD #964 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I am against Alternative 1 of the three high-speed railtrack routes proposed by the Federal Railroad Authority (FRA). Being a resident of Old Lyme, CT, Alternative 1 would be detrimental to our community. Alternative 1 would replace our only town center, run straight through our historical main street, and ruin our town's economy, as well as our identity. I don't believe that saving a few minutes on a train is worth destroy our community and the history our town has established. Please reconsider Alternative 1 and look at the communities this plans destroys. Thank you for your time and consideration.

38

NEC DEIS Comments - RECORD #1004 DETAIL

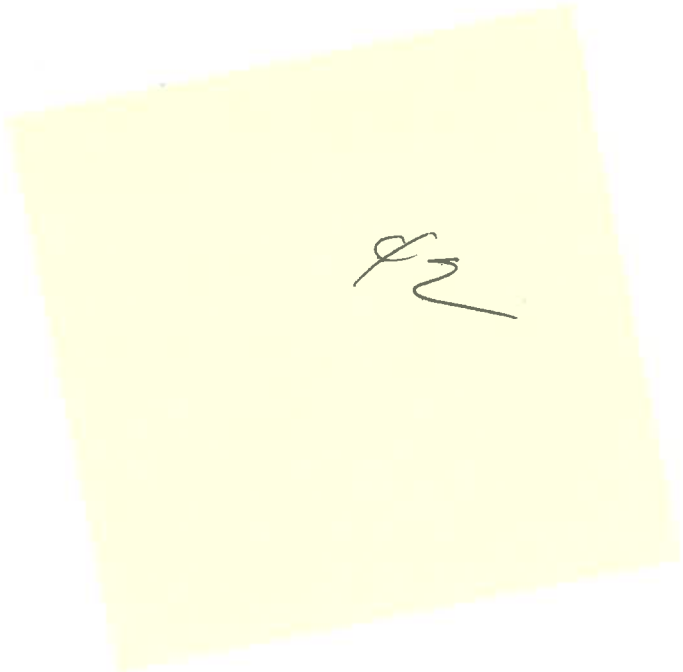
Status : [redacted]
Record Date : 2/11/2016
First Name : Anonymous_039
Last Name :
Stakeholder Comments/Issues :

You are fucking stupid if you go on building this new railroad. You have a perfectly fine, working one already which doesn't infer severely with the lives of Old Lyme citizens.
If you're on board with this idiotic idea, I'm assuming your an old, white, male republican piece of shit, because that group seems to have the WORST ideas ever. I can't wait until that group dies out.
I digress though. Don't be a bunch of dipshits and fuck up people's lives, you foul pricks.

NEC DEIS Comments - RECORD #1244 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

What a terrible idea alternative 1 is! Don't destroy a beautiful and historic town like Old Lyme -- you can't ever get it back!



NEC DEIS Comments - RECORD #1247 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

This is NOT what is best for our community. Please reconsider.

43

NEC DEIS Comments - RECORD #1041 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Anonymous_044
Last Name :
Stakeholder Comments/Issues :

Proposing to build a line through downtown Old Lyme, CT would destroy the town. It is one of the oldest communities in the US, founded in 1665. Its history and beauty is unparalleled. By building a rail line through the center of main street (yes, that is the proposal) is completely insensitive, cruel, and shortsighted. GO AROUND!!!

NEC DEIS Comments - RECORD #1346 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Strongly OPPOSE Alternative 1!!

We need to preserve the character of Old Lyme, including The Historic District, The Lyme Art Academy, etc.

NEC DEIS Comments - RECORD #1275 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Ruin Old Lyme....and two of its treasures . Why? The beauty of Lyme is that it is quite and the Flor gris is more than a tresure it is priceless. There is no museum like it around this area. For a slightly faster trian, they need to get a brain.

NEC DEIS Comments - RECORD #1278 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I feel that the transform option best suits our long term goals but why are we hastening into this. I feel the Govt is being the usual underhanded and self serving monster it always is. I would like to see the ecological and community impact studies done by independent surveyors. I will probably move out of this area if the social and economic impact is to destructive. Also I would like to know that the work being done is not performed by heavy donors to politicians but actually helps the average worker and local job market. But having watched our government i.e. politicians be so self serving torso long I have lost all faith that this will be done for the puplic good!!!

NEC DEIS Comments - RECORD #1280 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Of the 3 options presented, tier one would be the most impactful on the residents of Old Lyme and its Historical District. I strongly advocate using either tier2 or tier3.

NEC DEIS Comments - RECORD #1282 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Alternative 3, the transformation of the system gets my vote. It's what the system truly needs. I would fight against passage of Alternative 1 - I don't even want to imagine the damage that would be done to historic Old Lyme were this alternative to be implemented.

NEC DEIS Comments - RECORD #1293 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Do not do it! I oppose

NEC DEIS Comments - RECORD #1294 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Those of us living in Lyme and Old Lyme (or anyone who recognizes the importance of historic buildings and towns) are horrified to learn of a possible plan to run train tracks through our beautiful, quaint town center. Unfathomable. Please don't destroy and disrupt this town.

NEC DEIS Comments - RECORD #1295 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I oppose it

NEC DEIS Comments - RECORD #1099 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Go
Last Name : Fuckyourself
Stakeholder Comments/Issues :

You will not, at any cost, move your rail line anywhere near my property. Go fuck yourselves as you are another useless government agency that is wasting tax payer dollars with your pathetic jobs. Get a fucken life and actually work for our tax dollars you useless pieces of shit.

NEC DEIS Comments - RECORD #1651 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

The center of Old Lyme is the heart of our small community. Please do not destroy the economic and historic lifeblood of Old Lyme.

NEC DEIS Comments - RECORD #1512 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

1. The basic premise of Northeast population growth that underlies the potential need for large scale, costly alternatives is suspect from the start. The northeast is the most child-free region in the U.S. This fact, combined with consistent population departure rates, means northeast population growth is projected to be among the slowest in the nation.

2. Technological leaps that cannot even be imagined today will render any newly designed system completely obsolete and grossly inefficient. Focusing on investments in existing track capacity and increasing frequency of service would be a more prudent course that will minimize switching costs when a technological leap occurs.

3. The cost estimates for the more dramatic alternatives will be enormously unrealistic. Rail project overruns average 45%. Such cost overruns have become unavoidable as overly optimistic budgets are submitted to increase the odds of approval. (See: Megaprojects and Risk by Bent Flyvbjerg)

NEC DEIS Comments - RECORD #1534 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

no action alternative. The idea of building new rail lines through the most highly populated area of the county is absurd. Would displace many home owners (eminent domaine or fair market value) and destroy long existing towns along the corridor. Work with what you already have.

NEC DEIS Comments - RECORD #1536 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

no action alternative - way too expensive

NEC DEIS Comments - RECORD #1652 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I adamantly OPPOSE Alternative 1 that will destroy historic Old Lyme and several historic landmarks.

NEC DEIS Comments - RECORD #1803 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1816 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1822 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1825 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1828 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1832 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1730 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I am totally opposed to the new rail line going through the coastal historic areas of Old Saybrook and especially old Lyme. that Alternative #! would ruin historical and environmentally protected areas. The second alternative plan of going through Hartford is far more obviously straight line and in more industrial, business area.

NEC DEIS Comments - RECORD #1848 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven

NEC DEIS Comments - RECORD #1852 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1855 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1867 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1477 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

How could anyone in his/her right mind think of ruining an historic New England village.

NEC DEIS Comments - RECORD #1907 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1939 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #3058 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I am a resident of Old Lyme, CT. The new proposed rail line would decimate the town and negatively effect the town. I chose to move to this town due to its quiet nature. Having a house away from the existing rail line was a must for me. The new rail line would be in close proximity to my residence, and would cause annoyance. On a second note, this will greatly effect the value of my house. I hope Amtrak or the state is planning on buying my house from me should this poor idea actually goes through. Of note I due utilize Amtrak from old Saybrook to Boston at least once or. It twice a year.

NEC DEIS Comments - RECORD #1785 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1774 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2047 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Do not destroy the Lyme Academy College of Fine Arts!! It is a very important establishment and part of the community.

NEC DEIS Comments - RECORD #1762 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2049 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,
I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1758 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1774 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2047 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Do not destroy the Lyme Academy College of Fine Arts!! It is a very important establishment and part of the community.

NEC DEIS Comments - RECORD #1762 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2049 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,
I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #3015 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I oppose this plan. Your ideas suck and will rouine ct state forests and the natural peaceful environment we all enjoy in CT's quiet corner.

NEC DEIS Comments - RECORD #1758 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1757 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #3004 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Old Lyme is a gorgeous New England town. This project will destroy the quaint small town character of this shoreline community. Please do not deface the history of this town for a railway system that has no benefit to the residents.

NEC DEIS Comments - RECORD #2207 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2210 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2214 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2216 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2091 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2231 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2235 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

This would destroy our community! Please do not destroy our home.

NEC DEIS Comments - RECORD #2239 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2246 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2122 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2129 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

The proposed railway that would pass through historic Old Lyme and its unique wetlands Is an insult to the townspeoples intelligence and to the integrity of the town itself. Yes, this is the cheapest solution, but that does not mean best solution! It's proposal in itself shows the utter disconnect between corporation and community, and makes it blatantly obvious that there was VERY little if not no research done on the part of The NEC in regards to the environmental and community impact of beautiful, unique, and historic Old Lyme.

NEC DEIS Comments - RECORD #2150 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2151 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2306 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anonymous_100
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2326 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anonymous_101
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2274 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2278 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Following through with plans intending to build a rail road system that has a location on the south end of Old Lyme will not accomplish the goals of fixing CT economy. Implementing this plan will only disrupt the well perserved wildlife in old lyme that has captured attention on a national scale. We need to implement a rail system that will connect our capital city, Hartford, to New Haven, Providence, Boston and New York. We need to connect UCONN, our largest public university and medical center that is currently isolated in Storrs, CT to these cities as well.Alternative two is clearly the better option. As i do support the investment into infrastructure as a soild plan to fix the economy in the state, bisecting a historic district and compromising a wildlife community that has been so so strategically protected is simply a waste of precious resources especially seeing as the reward for doing so will not be profitable.

NEC DEIS Comments - RECORD #2336 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anonymous_104
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration, I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2291 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy Collage of Fine Arts of the University of New Haven. It will also endanger the federal protected areas of the Conn. River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. This in turn will ruin Old Lyme's tourist industry and the town's economic well being.

NEC DEIS Comments - RECORD #2297 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2353 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anonymous_107
Last Name :
Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2354 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anonymous_108
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2157 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2157 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2356 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anonymous_110
Last Name :
Stakeholder Comments/Issues :

Don't build a railroad through the campus.

NEC DEIS Comments - RECORD #2502 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I oppose this plan as it would ruin the beautiful village of Old Lyme, as well as many other peoples' lives by having their property taken by eminent domain.

NEC DEIS Comments - RECORD #2511 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2383 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anonymous_113
Last Name :
Stakeholder Comments/Issues :

I am concerned with the impact of Alternative 1 on Old Lyme, CT. The area that the new rail would cross (historic Old Lyme and the Lyme Academy of Fine Arts) would certainly be affected. I would not personally be in favor of this.

NEC DEIS Comments - RECORD #2385 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anonymous_114
Last Name :
Stakeholder Comments/Issues :

I vigorously object to the proposed alternative 1 routing. This proposal both will devastate an environmental jewel, a historic and unique town in American artistic culture and yet deliver mediocre improvement to high speed rail transportation.

Sent from my iPad

NEC DEIS Comments - RECORD #2523 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

The town of old Lyme is so culturally significant to not only Connecticut, but our country, that to destroy it for the purpose of faster transit, or anything for that matter, is a disgrace. Our rich heritage in the arts, maritime culture, and connecticut's history makes it ludicrous to think this is even a viable option. I was born in old Lyme, have lived and called this town home my entire life. To see it destroyed for high speed rail would be an insult to my family, and my life. The loss of old Lyme would a loss of immeasurable proportions, and I will do all I can to see that it does not happen.

NEC DEIS Comments - RECORD #2608 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_116
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2632 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_117
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2633 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_118
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2555 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,
I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal as it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2559 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2565 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

I am opposed to Alternative 1. Adding a new rail bridge between Old Saybrook and Lyme would cut a swath through a lovely historic town and ruin the town's rural feel. Please do not do this to our beautiful, historic, and bucolic riverfront environs.

NEC DEIS Comments - RECORD #2570 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2634 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_123
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2635 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Anonymous_124

Last Name :

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2636 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_125
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2579 DETAIL

Status :

Record Date : 2/16/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2583 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2643 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_128
Last Name :
Stakeholder Comments/Issues :

As a resident of Lyme, CT, I am writing to voice my opposition to Alternative #1. Implementing this plan would devastate prime ecosystems and the town of Old Lyme. Besides being irreplaceable in the abstract, the people of this community have shown long term commitment to preservation of nature and the environment over generations and we will not be willing to allow this development to proceed without stiff and protracted legal opposition. Preservation of natural habitat along the NE corridor is of essential importance to our view and we urgently advise the Administration to invest in Alternative #2

NEC DEIS Comments - RECORD #2649 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2650 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Please do NOT send new rail tracks through Old Lyme, CT.
Please do NOT tunnel under Long Island Sound for new rail tracks.
This "study" appears to be incomplete and not fiscally responsible let alone the impact to the state and neighborhoods of CT.

NEC DEIS Comments - RECORD #2596 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_131
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2663 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_132
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2671 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_133
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2701 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : A voting citizen!! Who is concerned about what is happening in m. Back yard and the entire U. S. A.

Last Name :

Stakeholder Comments/Issues :

The impact to people and environment is key to this and any development. Trying to push one bad plan through is criminal! The best plan would have the least impact on the people and environment and is not the proposed plan. You don't even know how this plan would make any difference to the use of the railway! Incompetence in government is all it is!!

NEC DEIS Comments - RECORD #2685 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Anonymous_135

Last Name :

Stakeholder Comments/Issues :

Slow down and take time to talk some.

NEC DEIS Comments - RECORD #2721 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2687 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Anonymous_136

Last Name :

Stakeholder Comments/Issues :

I am not okay with my money, and other tax payers money being spent on a project that will demolish historic buildings and damage a beautiful, historic town to cut out a half hour of a commute. I'm sorry but the benefits do not out weigh the risks. If this plan passes, it's just another reason why governor Maloy needs to get out of the office. Stop making enemies in your state.

NEC DEIS Comments - RECORD #2692 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Anonymous_137

Last Name :

Stakeholder Comments/Issues :

You guys are leaving nothing behind for your grandchildren nor mine. The railroad can be improved without tunnels in the Sound, and the train goes fast enough already.
Thank you.

NEC DEIS Comments - RECORD #2800 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_139
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Best regards,

NEC DEIS Comments - RECORD #2821 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Anonymous_140

Last Name :

Stakeholder Comments/Issues :

Any redesign of rail corridors that impacts a community should have full disclosure of the plan and opportunity for the FRA and the community to work together to reach a solution that will benefit all. A situation like the one in Old Lyme CT, where the new railway would decimate the existing center of the town is certainly not a boon for the community the rail line would pass through. The Northeast part of the country is fairly heavily populated, and a plan that plows through existing communities without regard for who or what is being displaced is irresponsible. Historic areas and open space have value.

NEC DEIS Comments - RECORD #2827 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_141
Last Name :
Stakeholder Comments/Issues :

As a homeowner in Old Lyme, I live directly in the path of your proposed Alternative 1 rail track. I am in shock that any branch of government would consider such a destructive measure. Your plan for our Old Lyme community would decimate out town economically, historically, ecologically and educationally.

Our town/village contains the Old Lyme Art Academy, Lyme Art Association, The Historical Society and the Florence Griswold Museum in addition to the endless wetlands and marshes preserved by our Nature Conservancy Association. This does not include the destruction possibly elimination of our residential area which include historically reserved century old homes.

I question the lack of transparency your organization has exercised regarding this rail system and its extreme negative impact on or community. I find it unconscionable for the Old Lyme government officials to learn about your "study " thru the "grapevine" just a handful of days ago.

Instead of spending all those tax dollars on your study I would like to suggest you use that money to improve the already existing rail system that services the Acela and Metro North trains.

I am greatly opposed to the Alternative 1 of the EIS rail service.

Sincerely,

Mary Louise Stock

NEC DEIS Comments - RECORD #2476 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2929 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Bad idea for our community and the sound. Especially if it will only save a half hour travel time. Not worth all the trouble.

NEC DEIS Comments - RECORD #2943 DETAIL

Status :

Record Date : 2/16/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

As a Milford resident, I am 100% opposed to the rail plans as currently outlined. The concept of a tunnel under Long Island sound is ridiculous! The public has been kept in the dark regarding the proposed changes and the money is desperately needed in other areas, health and
education to name two. If only today were April 1st, we could all enjoy a good laugh and move on. I hope this "plan" is truly the joke it appears to be.

NEC DEIS Comments - RECORD #2964 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2991 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2891 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_146
Last Name :
Stakeholder Comments/Issues :

I am opposed to plan #1, that has rail line going through the hart of old lyme. You just electrified the existing line as well as updated it! Why would you consider of going through the middle of our town?????????

NEC DEIS Comments - RECORD #2754 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_147
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven and also the historic main street which is a treasure in the state of CT.

NEC DEIS Comments - RECORD #2758 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anonymous_148
Last Name :
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2792 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

NO high speed train tunnel into Milford Harbor, Connecticut from Long Island. Be very careful about proposing plans that show a lack of attention and respect for the charming beautiful towns dotting the shoreline in CT. Milford Harbor is extremely beautiful and is surrounded by historic houses which should be preserved. The Harbor also supports the local economy as a tourist destination (boat owners frequent the local eateries, residents from surrounding towns come to Milford for beaches boating). Milford is a defined as a small city but really is more of a walkable upscale town with a village green. If you destroy the beauty of Milford you will likely have more exodus of working class people moving out of that shoreline town. Quality of life is important to the middle working class that choose certain shoreline communities to call home. A better alternative may be to come directly into New Haven harbor which is already primarily commercial. You would also likely face much lesser public outcry. It may be a little more costly but if the middle class residents leave the area (seeking a better lifestyle) you will have less working class clients to pay the monthly train fees in the New Haven area. The best plan may be to connect Hartford to NYC via 84 corridor with a very high speed rail with travel time of ONE HOUR or less. That will attract people to move up towards Hartford again (attract the population to move AWAY FROM THE CROWDED SHORELINE). This State is losing residents because of the exodus of corporations out of Hartford due to the high cost of doing business. But if folks can live near Hartford and commute to jobs in NYC you may have a renewed interest in the middleclass moving to more affordable and beautiful areas surrounding Hartford. Hartford is currently surrounded by several beautiful towns with an educated population nearby (UCONN). Hartford has stunning architecture and is ripe for revitalization. Hartford may then focus on attracting mid and small size businesses again along with vamping up cultural attractions. Whatever you do plan, please keep a HUGE focus on maintaining the BEAUTY of the neighborhoods you affect. The railway should be physically attractive as well as functional. After all, this is about reducing congestion (both of residential properties, people and automobiles from the shoreline 95 corridor) while improving the economics and quality of life for us all, correct? If the Northeast loses its beauty due to ugly development, there will be nothing really left to keep folks wanting to live here. KEEP IT ELEGANT and UNOBTRUSIVE ! Thank you for your consideration.

NEC DEIS Comments - RECORD #2087 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Timothy
Last Name : Anthony
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2420 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Theresa
Last Name : Antonellis
Stakeholder Comments/Issues :

Theresa Antonellis stands in opposition to Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2874 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Richard
Last Name : Arena
Stakeholder Comments/Issues :

Richard J. Arena and Kurt Marden, Co-Presidents
Association for Public Transportation
Massachusetts Association of Railroad Passengers

P.O. Box 51029
Boston MA 02205-1029
www.aptmarp.org
apt@aptmarp.org
781-797-7245

16 February 2016

APT - Arena

Ms. Rebecca Reyes-Alicea
NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: Tier 1 Draft Environmental Impact Statement (DEIS) for the Northeast Corridor Rail Investment Plan
Via: e-mail, on-line, and post

Dear Ms. Reyes-Alicea:

The Association for Public Transportation, and its affiliate organization the Massachusetts Association of Railroad Passengers (APT) strongly supports the construction of high speed passenger rail service (220 mph) to more efficiently connect Boston, New York, Philadelphia, Washington and additional destinations beyond the existing corridor. We consider this a vital regional and national necessity, for a host of environmental and economic reasons. As you are aware, although the region served by the Northeast Corridor is one of the United States' major economic engines, our transportation infrastructure lags far behind the global standard, undermining our long-term competitiveness. Poor transportation weighs particularly heavily on a region whose primary resource is our skilled workforce. This substantial disadvantage needs to be urgently and decisively corrected.

While we commend the FRA for the leadership and expertise is has brought to advancing this necessary and challenging project, we are concerned that the current DEIR overlooks key elements critical to its successful implementation and the maximization its long-term value. We are also concerned that the DEIR does not establish any global context for the improvements it proposes, without which many decision makers may not fully appreciate the urgency and necessity of the required investments.

Global Context

APT believes we need world-class rail in the United States, and strongly support NEC Alternates 3.1 – 3.4 as a first step toward achieving this. It is important to clarify, however, that even these Alternates are modest by world standards, that they bring us only to a position many of our competitors reached and surpassed decades ago, and that none of the proposed Alternates will provide transportation parity, let alone bring us a leadership position.

We are concerned that characterizing the 3 Alternates as: "maintains", "grows" and "transforms" masks this unfortunate reality, and may tacitly steer many decision makers toward compromise solutions that will leave us falling ever farther behind. Alternate 2 represents "growth" only when compared to our decades of underinvestment. Compared to the global standard it represents continued backsliding. The 3 Alternates might therefore be more aptly described as "obsolete", "falling behind" and "making progress". The DEIR and future studies need to do a much better job of putting our system, challenges, and goals in a global context, not simply in the context of our past neglect. Additional text and graphics should be added comparing performance, travel time and investment levels among modern industrialized countries. There will be great opposition to the investments proposed in NEC Future, and we therefore need to make our case forcefully.

Performance Goals

Even the 100-minute service between Boston and New York, proposed under Alternate 3 (DEIR p. 4-42) falls short of the less than 90-minute service Texas High Speed rail will offer between Houston and Dallas/Ft. Worth – cities that are farther apart, and they plan to do it decades earlier. We are not going to accomplish our goals by offering too little, too late.

We trust that the proposed "5 hour 10 minute" travel time from Washington to Boston, cited under Alternate 3 on p.4-42 is a typo, since it reflects no improvement over Alternate 2, far exceeds the separate Boston-NY and NY-DC travel times, and would be totally uncompetitive.

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As noted previously, APT strongly supports Alternate 3. Regarding subalternates 3.1 through 3.4, we believe the priority should be reducing travel time between major hubs. It appears Table 9-17 (Avg. Station to Station Travel Times Savings") may in fact show travel times, not time savings, because the supposed "savings" match the average travel times cited in the preceding table. We would be grateful if you could clarify this. It appears that the travel times for the Alternate 3 Express options vary by only 10 minutes, which may not be determinative. For the Worcester options, more information is needed about regional economic effects, grade separations in the congested Worcester to Boston corridor, and other details to resolve this question. It is our position however that a very high value should be placed on achieving the shortest possible travel time between major hubs.

Intermodal Connectivity

The DEIR refers to South Station in Boston as a Major Hub, accessible by transit, commuter rail, bus and other modes, but it neglects key factors that undermine its capacity to function effectively in this role, and overstates its capacity to support a revitalized NEC. Most critically, it ignores the fact that significant parts of Boston's transit and regional rail systems have no direct access to South Station. Table 5-8 shows 36.1 million passenger trips on MBTA commuter rail in 2013, without noting that a significant portion of those trips terminate

at North Station, with no direct access to South Station and connections to just two of Boston's 5 transit lines. The unfortunate reality is that Massachusetts does not in fact have a "commuter rail system". Rather, it has two systems, one serving regions north of Boston, and another serving regions to the south, and current proposals to expand South Station as a stub-end terminal with surface tracks do nothing to address this problem.

The DEIR's near silence regarding South Station in Boston is puzzling. The discussion of Major Stations on page 10-15 reviews the preparatory work planned at Washington Union Station and Penn Station and its role in supporting NEC planning, with no mention of South Station in Boston, arguably one of the project's major destinations and hubs.

Given the scale of the investments that will be needed to modernize the NEC, haphazard integration of intercity rail, regional rail and transit, and lack of analysis of the improvements needed to achieve it, is simply unacceptable and fiscally unsound. World-class rail infrastructure has to be conceived as a coherent, unified system, with stations and intermodal connections perfectly coordinated to maximize benefits over many decades. Seamless intermodal connectivity should be a basic precondition for any transportation investment on the scale NEC Future proposes.

The DEIR makes reference to "South Station Expansion", but it is important to recognize that MassDOT's current plans to add 7 extra surface tracks will not correct this critical defect, nor provide adequate long-term capacity and operating efficiency. What is urgently needed is a direct north-south rail link (NSRL) that will allow regional and intercity rail services to run below the city and connect with all 5 transit lines. Integrating the lines in this way will connect 57 additional northside commuter rail stations directly to the NEC and extend the NEC itself north to Maine and eventually Montreal. Current efforts to extend rail service from Manchester and Concord NH to North Station (Capitol Corridors Project) would be far more valuable if they connected directly with the NEC in this way.

It is not acceptable for Massachusetts' failure to unify its infrastructure (as Philadelphia, New York, and Providence did long ago) to effectively veto NEC access from northern New England. Any argument for federal support of needed infrastructure investments will be much the stronger if it enjoys broad regional support, with northern New England included as a key stakeholder.

There is an unfortunate perception that the NSRL was evaluated in the early 2000's and found to be economically infeasible. This is not the case. In fact, 8 years of study confirmed its feasibility and necessity, when all of the benefits, revenue streams, and cost savings were considered holistically. In addition to its transportation benefits, the North South Rail Link solves a host of operational and land-use challenges, and avoids the need for $2B in terminal expansions that produce far less capacity improvement. For these reasons, APT believes unification of the Massachusetts rail systems by a North South Rail Link is both essential and feasible, and must be an integral part of NEC Future. A Working Group led by two former Massachusetts governors, legislative leaders and other key stakeholders is pressing to move this needed project forward, and its necessity for the NEC Future should not be ignored. For more information, see: http://www.northsouthraillink.org.

APT is concerned that despite extensive prior comment by our organization and other stakeholders, there is no reference to the North South Rail Link or Massachusetts regional rail integration in the DEIR. This unfortunate

omission undermines both the NEC Future project and efforts to modernize New England's regional rail system, both of which are necessary and synergistic.

Freight Coordination

APT supports the FRA's stated goal of removing conflicts between Freight and Passenger Rail, while improving capacity for both. We also commend the FRA for its stated interest in identifying mutually beneficial opportunities. Given the likely very high cost of acquiring and developing the new alignments identified in Alternate 3, we wonder whether joint development of parallel but separate Freight and Passenger lines along these alignments might defray some of the cost of the Passenger share, while streamlining freight operations between the hubs. This should be evaluated.

Project Schedule

We do not find in the DEIR sufficient discussion of the potential timeframe for the proposed Build Alternates. There is urgency to this project. If we wait 25 more years to do the work, it will be obsolete when it's finished. We believe an aggressive timeframe will spur interest in the project as surely as a dilatory approach will depress it. Just as the DEIR has defined 3 potential scopes of work, it should also define schedule options, ranging from aggressive to more conservative, and identifying all key action items needed to accelerate the work and the economic benefits of doing so. As noted above, this analysis should be put in a global context, comparing our progress to that of our competitors. Readers should be told how quickly Alternate 3 could be built if it receives full and prompt support at all necessary levels, and how long it could drag on if this is not forthcoming. The cost of delay should be clearly articulated.

APT appreciates the opportunity to comment on this vital project and looks forward to working with the FRA and other stakeholders to build the case for its prompt and comprehensive realization.

Please feel free to contact APT if we can be of further assistance.

Best regards,

Richard Arena and Kurt Marden,
Co-Presidents
for the Officers and Board of The Association for Public Transportation

NEC DEIS Comments - RECORD #2912 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues : brad@[redacted]

Please see attached comments submitted by the Association for Public Transportation
(also submitted via the online comment tool a few moments ago)

Attachments : APT NEC Future Comments-2.16.16rev2.pdf (123 kb)

APT -
Arisa Marder

Association for Public Transportation

Massachusetts Association of Railroad Passengers

Richard J. Arena and
Kurt Marden, Co-Presidents
apt@aptmarp.org
781-797-7245
P.O. Box 51029
Boston MA 02205-1029
www.aptmarp.org

16 February 2016

Ms. Rebecca Reyes-Alicea
NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: Tier 1 Draft Environmental Impact Statement (DEIS) for the Northeast Corridor Rail Investment Plan

Via e-mail, on-line, and post

Dear Ms. Reyes-Alicea:

The Association for Public Transportation, and its affiliate organization the Massachusetts Association of Railroad Passengers (APT) strongly supports the construction of high speed passenger rail service (220 mph) to more efficiently connect Boston, New York, Philadelphia, Washington and additional destinations beyond the existing corridor. We consider this a vital regional and national necessity, for a host of environmental and economic reasons. As you are aware, although the region served by the Northeast Corridor is one of the United States' major economic engines, our transportation infrastructure lags far behind the global standard, undermining our long-term competitiveness. Poor transportation weighs particularly heavily on a region whose primary resource is our skilled workforce. This substantial disadvantage needs to be urgently and decisively corrected.

While we commend the FRA for the leadership and expertise is has brought to advancing this necessary and challenging project, we are concerned that the current DEIS overlooks key elements critical to its successful implementation and the maximization its long-term value. We are also concerned that the DEIS does not establish any global context for the improvements it proposes, without which many decision makers may not fully appreciate the urgency and necessity of the required investments.

Global Context

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Best regards,

Richard Arena and Kurt Marden,
Co-Presidents
for the Officers and Board of The Association for Public Transportation

cc: Honorable Charlie Baker, Governor of the Commonwealth
Secretary Stephanie Pollack, CEO, Massachusetts Department of Transportation

NEC DEIS Comments - RECORD #847 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Judith
Last Name : Archer
Stakeholder Comments/Issues :

I just absolutely cannot believe that this plan to run a high speed Amtrak line through the historic village of Old Lyme, Ct was ever considered. It's like running one through Williamsburg, Va or Concord, Ma. Historic sites of our nation's history. Old Lyme is a noted Art's Colony and this train track would eliminate an art college and remove and demolish nationally credited historic home. WHY? was this ever thought of???

NEC DEIS Comments - RECORD #469 DETAIL

Status : [redacted]

Record Date : 2/1/2016

First Name : Judith

Last Name : Archer

Stakeholder Comments/Issues :

Needless to say this plan would have a huge impact of an historic N.E. village. This village prides itself on "staying" the same for centuries. Alot of hard working and dedicated people over the years have kept it that way. This Tier 1 plan would take all that away from it's residents. There of course is the environmental impact as the trains would go through an estuary that has nesting sites of the Osprey, once an endangered bird. What are you looking to improve??? I understand the bridge being old and needing replacement, but aren't there structures in place to take on a new set of tracks and a new bridge?? You know we would travel, love to, by train to Boston to spend the day at museums but the cost does not allow us to entertain that way to get there. We can use Shoreline East and Metro No. to access N.Y.C. but not so Boston.So please save our town and look at other plans. Judith Archer

NEC DEIS Comments - RECORD #378 DETAIL

Status : [redacted]
Record Date : 1/29/2016
First Name : Judith
Last Name : Archer
Stakeholder Comments/Issues :

We just cannot believe the idea of running a high speed rail line through our small and historic town of Old Lyme would even be considered at all..there are antique historic homes right in the path of this proposal. What are you thinking! We oppose this idea 100%.

NEC DEIS Comments - RECORD #3059 DETAIL

Status : [redacted]
Record Date : 2/17/2016
First Name : Richard
Last Name : J Arena
Stakeholder Comments/Issues :

Thank you for the opportunity to weigh in on this important project.

Best regards,

Richard Arena

****

Richard J. Arena
Managing Partner, ARC Systems International, LLC
NY/NJ: Red Bank, NJ 07701; MA: Boston, MA 02205; FL: Sarasota, FL 34233
Tel: 732.576.8840 rarena@arcsyst.com

Attachments : 20160216 Arena_Richard_NEC_Future_EIS_Submission.pdf (297 kb)

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138 Bodman Place, Suite 17
Red Bank, NJ 07701

www.arcsyst.com

Richard J. Arena
President

rarena@arcsyst.com
Tel : 732.576.8840 Fax : 732.576.8838

16 February 2016

Ms. Rebecca Reyes-Alicea
US Department of Transportation
Federal Railroad Administration
Office of Railroad Policy & Development
1200 New Jersey Avenue SE, Mail Stop 20
Washington, DC 20590

Ref: Response to NEC Future Environmental Impact Statement (EIS)

Via e-mail, on-line, and facsimile

Dear Ms. Reyes-Alicea:

I am following up my oral testimony from the NEC Future outreach meeting held at City University of New York in New York City on 15 December 2015. Thank you for the opportunity to continue my remarks.

I strongly support the construction of high speed passenger rail service (220 mph) connecting Boston to New York City and Washington, DC. Furthermore, the EIS should be scoped to evaluate the improvements (including passenger rail stations in the Commonwealth of Massachusetts) that would be needed in connection with the extension of a high speed rail corridor from New York City to Boston with provisions for expansion of high speed rail to northern New England. Many of the Commonwealth's facilities need improvements to be able to provide true high speed rail service in that segment of the Northeast Corridor, while also providing for commuter rail and freight expansion with efficiency of operation in its shared corridors.

The flexibility being designed into the stations in Washington, DC and New York, NY is notable. Planners for both cities understand the potential for major passenger increases in both locations. In New York City, approvals have been granted to increase both the speed and frequency of trains from NYC to Albany and further points north and west. The Gateway / Moynihan / Penn Station's expansion comprehends this increased loading, as well as the capacity needs of next generation high speed rail service between Boston and DC. The planners for Union Station in Washington DC are working closely with counterparts in both Virginia and North Carolina to extend the NEC southward to Richmond, Virginia and further on to Raleigh and Charlotte North Carolina.

With respect to the NEC Future scenarios in New England, I strongly support Alternative 3.1 which routes from Hartford to Providence to Boston. This will permit true high speed rail speeds not currently available on the coast route while including another New England capital. Additionally, this central ROW combined with ongoing rail work throughout New England will bring all major cities within two to three hours of Boston and New York City. This is a significant improvement in regional connectivity.

Massachusetts, New England, as well as the entire NEC would likewise benefit by extending the NEC northward from Boston. The population density north of Boston to northeastern Massachusetts and Portland, Maine and Manchester,

New Hampshire, and eventually Montreal, Canada would be well served by access to the high speed NEC. But South Station is actually a surface terminal, constrained on the east by Boston Harbor, on the north by the Charles River, and on the surface by extensive real estate development. What Boston urgently needs is an underground station at South Station and tunnels northward under the Charles River to reach key population and business centers north. This necessitates a project similar to the proposed North/South Rail Link (NSRL). The NSRL would create a new underground station adjacent to South Station with four to six underground tracks and easy access to the increased numbers of trains and passengers.

Building the NSRL would alleviate track capacity and train storage issues in Boston. It will also provide through-running service between the separated north Amtrak and MBTA (Massachusetts Bay Transportation Authority) services which terminate at North Station, as well as the south and west Amtrak and MBTA services which terminate at South Station. Providing through-service will reduce congestion on both regional highways and airports, and divert passengers and commuters to an environmentally superior and efficient mode. The cost for this project would be in the vicinity of $4 billion. Considering that both North and South Stations are capacity constrained at this time, the NSRL is a cost-effective solution to the congestion as well as great opportunity to maximize transit oriented development in Boston's Seaport and Financial District areas. Additionally, Transferrable Development Rights (TDR's) for the construction above the now underground stations will provide an infusion of cash to jumpstart construction.

The ROW between Boston and Providence is also capacity constrained. While some segments have three tracks, there are long distances of the ROW where there are only two tracks. The result is that high speed Amtrak Acela express train set are blocked by slower, local MBTA commuter trains. Even today, there is a need for a three track ROW. The EIS should investigate increasing the Providence – Boston ROW to as many as four tracks.

Lastly, I have serious reservations about the time frame for 220 mph service to Boston. At this time, such service to Boston is planned to be in operation by 2040. The New York to Washington segment will receive such service ten years earlier by 2030. It would be far preferable that development and construction of both the southern segment (NYC to DC) and the northern segment (NYC to BOS) of the high speed rail corridor be done simultaneously.

Thank you once again for the opportunity to weigh in on this very important project and I look forward to the day in the not-to-distant future when the shovels hit the ground.

Best regards,

Richard J Arena

Richard Arena.

There he is.

MR. ARENA: Thank you, Ruby.

Thank you, Alicia.

Thank you for giving us the opportunity to talk.

My name is Richard Arena, A-r-e-n-a.

My company is RX Systems International. I'm also on the advisory board of U.S. High Speed Rail.

I'm here to talk to several things from various perspectives.

Number one, I'm a frequent -- I've actually lived in the Northeast most of my life and I've lived along the Northeast Corridor for most of that time.

I take the Northeast Corridor frequently; in fact, I took the Acela twice yesterday on a day trip.

I've also been a high tech executive running international divisions around the world, so I've had the opportunity to see -- to see how high speed rail can be a real asset to an economy and to a country when it's used right, which we are not doing here at this time.

And lastly, in my role as the Advisory Board of U.S. High Speed Rail, I get the opportunity to talk to people who are developing, building and running high speed rail networks around the world. And some of the observations they give, I think, we really need to listen to because I'm not sure that NEC Future is listening to all of them and I'll go into that in a minute.

They keep talking about high speed rail. What you want is a system that is time and cost competitive with air travel, within a sweet spot, 260 miles, or if you're China, they go up to 900 because the trains go faster.

I think a severe -- a poor decision was made when the decision was taken to drop the top speed of the NEC from 220 down to 160. All right? Because time is money. And what that means is the opportunity to say, go from Boston to Washington, you've increased that time to almost 50 percent. All right. That's problematic.

Having said that, when I look at the alternatives, definitely in favor of, at minimal, Alternative 2, although I think to get where we want to be to be cost and time effective, it has to be Alternative 3.

And with all due respect to Mr. Prophet, who indicated the line from Hartford to Worcester, to Boston, let's not waste our time.
And I will say that as a person who used to live in the Newton-Wellesly-Brookline area, all right, you will never see a train going higher than 79 miles an hour there. Never.

If you're -- if you're familiar with the -- I just was at the High Speed Rail Conference. I spoke at that conference last week in California. And they were -- in Los Angeles, and they were talking about the issues of having gone through Palo Alto and Alberton in California where, you know, these rich, high-tech entrepreneurs are throwing tens of millions of dollars up to prevent that train from going where it wants to go. You will have the same exact trouble in Brookline, Newton and Wellesley. All right?

So don't even waste your time. You will not get high speed rail in. And as a person who's taken that rail and who wants to get to New York, it takes forever.

Our existing Acela -- I did a day trip to Boston yesterday. I live in New York right now but I equally go to Washington and Boston so I'm well familiar with both sides of the NEC. All right? The trip that was originally advertised to take three hours, now takes almost four. So it is almost impossible to do a day trip and get some business done.

Like in D.C. at least I can get there early in the morning. Be at the Senate at nine o'clock. Do my business, have dinner with somebody and get a train back to New York in one day. You cannot do that in Boston. In the morning it takes too long and number two, the frequency isn't sufficient. All right.

The other issue I'd like to bring up is I think the numbers in Boston are being short changed. When I look at the -- at the chart, it shows like there's a -- there's a route for the airport to Providence. There's capability from the airport in Philly. In Boston, there's a direct connection to the rail from South Station via the silver line. So there should be more there.

The other thing in Boston, which I should add is the Acela station plan in Boston is wholly inadequate. Several

factors. I was there yesterday, I'm on a, you know, a special working group with Governor Dukakis and Governor -- former Governor Weld, to do the north-south rail link, which will combine north and south stations and move the tracks under ground, which makes excellent transit-oriented development, as well as the ability for transfer of development rights.

So I think that the NEC Future process has made a major mistake not including north-south rail link as one of the alternatives that should be there.

So I would definitely like to see that revisited because it makes a big difference for several reasons. Right now we can extend the Northeast Corridor southward down to Richmond, Charlotte and Atlanta relatively easy. It's not easy to do that up north because we're missing a short one-mile tunnel. If we do that, the numbers in Boston literally explode because there's a whole user base up there which cannot use -- cannot use it because it's inconvenient to get to the train. And once that happens, the utilization of the Northeast Corridor goes up dramatically from Boston down to New York, which means a return investment for the whole project and it goes up dramatically.

So, once again, thank you very much for your time and I appreciate it.

THE MODERATOR: Thank you.

NEC DEIS Comments - RECORD #260 DETAIL

Status : [redacted]
Record Date : 1/24/2016
First Name : Donald
Last Name : Aridas
Stakeholder Comments/Issues :

My wife and I are avid cyclists who enjoy commuting by bike and traveling to other states to bike for vacation. Unfortunately, high airline baggage fees and boxing requirements have discouraged us from traveling beyond a comfortable drive from our home to bike for vacation. Similarly, boxing our bicycles on Amtrak has also discouraged us from riding the rails as well. We hope that roll on bike service will soon be instituted on all of Amtrak routes.

NEC DEIS Comments - RECORD #523 DETAIL

Status : [redacted]

Record Date : 2/3/2016

First Name : Abdurrahman

Last Name : Arikan

Stakeholder Comments/Issues :

I think uconn is the best point for being a transport hub between new york and boston.

NEC DEIS Comments - RECORD #1981 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Susan

Last Name : Armstrong

Stakeholder Comments/Issues :

The plans will cut through many lovely Connecticut towns for the purpose of a few travelers to save a few minutes on their train ride. I object to these plans. The cost is so high and the tracks will cut through our main street in Old Lyme.

NEC DEIS Comments - RECORD #357 DETAIL

Status : [redacted]

Record Date : 1/28/2016

First Name : Erik

Last Name : Arneson

Stakeholder Comments/Issues :

Train service in the Northeast Corridor is incredibly important. Please do whatever possible to expand and improve service (including more high-speed service) in the NEC, including across Pennsylvania to Harrisburg and Pittsburgh. I regularly ride the train between Harrisburg and Philadelphia, Philadelphia and NYC, and Philadelphia and Washington DC.

NEC DEIS Comments - RECORD #2840 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Amy

Last Name : Arnold

Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the historic community and village of Old Lyme that I live in!

NEC DEIS Comments - RECORD #2508 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Christopher
Last Name : Arnold
Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the Historic village of Old Lyme and the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1458 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Alan

Last Name : Aronow

Stakeholder Comments/Issues :

Alternative #1 is a short sighted and costly non-solution to a serious long-term infrastructure issue. It doesn't really address the overall NE Corridor congestion problem through CT, is invasive, and destructive to historically significant areas in CT. One hopes that America ingenuity is still capable of developing sensible and scalable transportation options and that the FRA provides the public appropriate time to review and comment these options.

NEC DEIS Comments - RECORD #1248 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Myra
Last Name : Aronow
Stakeholder Comments/Issues :

What an awful idea

Okay. Nina Arrow. Now that's an easy name.

MS. ARROW: Actually, it isn't.

(Laughter.)

THE MODERATOR: Did I say it incorrectly?

MS. ARROW: You did but that's fine. I'm Nina Arrow.

THE MODERATOR: Oh.

MS. ARROW: It's the same spelling --

THE MODERATOR: Oh, I wasn't even close.

(Laughter.)

MS. ARROW: I'm director of planning and sustainability for the City of New Rochelle and I'm here on behalf of the City of New Rochelle, the City Council and the City Manager.

And I want to speak in support of Alternative 2 to growth.

The City of New Rochelle is committed to transit-oriented development and Amtrak is an important partner for us.

Amtrak's regional Boston to New York service stops in New Rochelle and we are in strong support of running existing infrastructure into good repair and growing services in our region.

New Rochelle has just completed a rezoning for its downtown, encouraging increased density, which will result in population growth.

This is in line with NEC Future's predictions of growth in the Northeast, which makes it clear that NEC's No Action Alternative is not a viable option.

New Rochelle's building the future around multi-modal transportation in Southern Westchester and in the broader region, and bringing the Northeast Corridor existing infrastructure into good repair, is the minimum that must be done to keep pace with growth and provide good service.

This is also critical to improve Westchester's rail connectivity with the west side of Manhattan, in conjunction with the proposed improvements to the Metro North Railway now in New York State's capital budget.

Alternative 2 Growth, is our preferred option as it goes beyond just keeping pace with expected growth. It adds capacity to accommodate demand at the Hudson River and encourages substantial transport mode of change - an

estimated 93 million annual trips. I notice I missed out the million, that's a little critical, in my written statement.

To a passenger rail, a much more sustainable option than private vehicles in an area with already congested highways and bridges.

Thank you for the opportunity to speak in support of Alternative 2 Growth and we look forward to following the progress of this extremely important initiative.

Thank you.

THE MODERATOR: Thank you.

NEC DEIS Comments - RECORD #124 DETAIL

Status : [redacted]
Record Date : 1/8/2016
First Name : Silvia
Last Name : Ascarelli
Stakeholder Comments/Issues :

I commute to New York City from New Jersey, and I have experienced enough delays from signal problems, downed wires, disabled trains and more to know how important it is for the region's economy that we upgrade signals and wires, add two tunnels and deal with the portal bridge. If we are ever routinely down to one tunnel during rush hour, New Jersey is screwed.

But you know that.

I'd love to see faster trains that can better compete with planes and cars, just like Eurostar and Thalys, among others. But given the hassles of airplane travel, do you need to be a lot faster, or is price a better point of competition?

There's one other area I'd like to bring up. I ride my bike a lot and would like to easily be able to go up and down the East Coast by train with my bike. I wanted to take the train to Fredericksburg, Va., this fall for a week-long bike ride along the East Coast Greenway. No baggage service there so even boxing my bike wouldn't help. No baggage service from Princeton Junction, or even Trenton. I'd like to go to Raleigh, NC this fall, also with my bike. Again, how do I get my bike on the train? What's needed is roll on, roll off service, as you have started with the train from Washington to Chicago. It should be so easy to do -- even if you limit it to selected trains. Copy the Europeans! Given the number of people who live along the East Coast and the growing popularity of cycling, demand could surprise you.

Thank you for taking public comment.

NEC DEIS Comments - RECORD #2176 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Sheryl
Last Name : Ash
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven and run through sensitive estuary areas.

NEC DEIS Comments - RECORD #2090 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Ashley
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2535 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anne
Last Name : Astley
Stakeholder Comments/Issues :

My name is Anne Astley,Realtor and Old Lyme Resident. I have come here today to express my concern with and opposition to the Alternative 1 of the draft EIS for the NEC plan to improve rail service.First and foremost, this plan would destroy the heart of our community. This plan would impact our only commercial area, which houses our grocery store, pharmacy and many small businesses. Our village center, which is directly off of the commercial area, houses the Lyme Academy of Fine Arts, as well as the famous Florence Griswold Museum and the Lyme Art Association. All are sites of historic significance and the individual organizations have worked diligently to continue with their legacy and maintain the physical structures. It is beyond comprehension that these buildings would be considered of little importance as this project moves forward.
But the plan also impacts many properties along the way, as it is an entirely new track, cutting through several neighborhoods, not to mention wetlands, open space and areas of archaeological significance. Our community maintains our character through strict zoning regulations, considerate planning, and support of our historic treasures, including the museums, colleges, library and various art organizations.

I am utterly opposed to Alternative 1 of this plan and urge you to look at other, more reasonable solutions for reducing time travel between major cities. Thank you for your time

NEC DEIS Comments - RECORD #1147 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Michelle
Last Name : Astuti
Stakeholder Comments/Issues :

You didn't say where it would be going or where there might be a new station added. All of the towns here are hundreds of years old. I don't think that makes a difference in where the rail lines should go. It is a bit of a snub that the Feds did not ask for input, but honestly, any rail improvement is a great improvement and I would like to see the rail lines moved a little further inland.
We use the New London station when traveling and it is a pretty little station-I would hate to see it closed down, but making rail travel safer is important.
I cannot say that I oppose the proposal because you haven't offered me any specifics to what I should be opposing.

NEC DEIS Comments - RECORD #488 DETAIL

Status : [redacted]
Record Date : 2/2/2016
First Name : Dale
Last Name : Athanas
Stakeholder Comments/Issues :

We are strongly opposed to NEC Future Alternative number one as it would destroy one of the oldest and most beautiful towns on the shoreline. It would also have a very strong negative effect on all Old Lyme property values. There is already an existing railroad right of way and we see no reason why that can not be used and enlarged or refurbished as necessary.

--
Dale Athanas, [redacted] Old Lyme, CT
dale@[redacted]
[redacted] (Cell)

Have an outstanding day!

NEC DEIS Comments - RECORD #482 DETAIL

Status : [redacted]
Record Date : 2/1/2016
First Name : Cheryl
Last Name : Atkinson
Stakeholder Comments/Issues :

we need rail service. more frequent and high speed.

NEC DEIS Comments - RECORD #2995 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Genese
Last Name : Leach
Stakeholder Comments/Issues :

Please kindly accept Audubon Connecticut's revised comments on the Northeast Corridor infrastructure proposals.

The comments submitted earlier (dated February 15,2016) was not the final version and we kindly request that you eliminate it and accept the attached document.

Thank you for your consideration and if you have any questions or concerns, please do not hesitate to contact me.

Best, Genese

Genese S. Leach
Policy Manager, Audubon Connecticut
Phone: 301-704-5235

Audubon CT
Leach

Your Legacy is Audubon's Future!
Bequests have been essential sources of [illegible]eginning of our Society - Audubon was founded with a Legacy Gift!
Planned gifts of all sizes can have a profou[illegible]lo. They can also provide tax incentives like reducing estate income taxe
To learn more how planned giving can sup[illegible] Connecticut, and our Centers, please click here http://ct.audubon.org/planned-giving

Attachments : Audubon CT Comments on the NEC Future Plan_FINAL.pdf (173 kb)

Audubon CONNECTICUT

February 16, 2016

Re: Comments on the Tier 1 Draft Environmental Impact Statement for the Northeast Corridor Future Plan

The Northeast Corridor Future Plan recommends several infrastructure proposals to update our mass transit system in the Northeast. Despite the potential reduction in carbon emissions, the Action Alternatives 2 and 3 present some significant negative impacts on wildlife, important habitats such as Audubon Important Bird Areas, wetlands, grasslands, and forest interior habitats. Audubon Connecticut therefore strongly recommends that Alternatives 2 and 3 be eliminated, and that would allow us to focus on Alternative 1, which itself presents significant environmental and social impacts in communities across Connecticut that are of great concern to us. All of the Alternatives present negative impacts on important habitats for birds and wildlife. We hope action is taken to require a careful environmental review to avoid any environmental damage.

Our specific concerns at this time with the draft EIS and proposed alternatives include:

- Major impacts to several Important Bird Areas including the Connecticut Audubon Society's Bafflin Sanctuary in Pomfret, the Audubon Center at Bent of the River in Southbury, the Quinnipiac River Tidal Marsh in New Haven, and Mansfield Hollow State Park in Mansfield. Even if some of these areas are proposed to be tunnels there will likely be significant disruption of surface habitats and public access during construction and operational phases of the project.
- There are questions as to what grade would the tracks be going through the Bent of the River Audubon Center in Southbury, CT. The topography is such that while the intent is to have this be underground it may have to come to the surface through the Pomperaug Valley. This would be unacceptable and violate deed restrictions related to the donation of the Audubon Center at Bent of the River to Audubon.
- The surface portion through Paugussett State Forest, Lake Lillinonah and George C. Waldo State Park would cause unacceptable negative impacts to an ecologically important area that is a critical wintering areas for Bald Eagles, as well as other raptor and numerous species of diving birds and waterfowl.
- Alternative 1 would have significant impacts on the tidal marshes of the lower Connecticut River, including a significant migratory roost for Tree Swallows that supports a high percentage of the eastern North American population of Tree Swallows in fall migration and includes some of the most important nesting habitat in the world for Saltmarsh Sparrows, a species of global conservation concern.
- The impacts to acreage of forest interior habitat that would be converted to edge, transitional or other non-interior classes is likely to be much larger than the footprint acreage directly affected. This impact is undefined in the draft EIS.
- Alternatives 2 and 3 present an unacceptable fragmentation impact on important habitat for Cerulean Warblers at Natchaug State Forest.
- Impacts to private, NGO and municipal open space, as well as impacts to state forests and wildlife management areas were not taken into account in the draft EIS.
- No detailed shapefiles of the routes and what is tunnel were provided to the public. This would have allowed us to better assess the full scale of impacts to important habitat for birds and other wildlife.

- Impacts to state-listed species and globally endangered, vulnerable, and near threatened species on the IUCN list were not taken into account in the draft EIS. This is particularly important for any potential negative impacts to Saltmarsh Sparrow, a species for which the Northeastern U.S. is a disproportionally important nesting area and a species that is already at high risk of extinction.
- We also strongly suggest that consideration be given to reducing existing tidal restrictions created by the existing rail lines as coastal routes are upgraded.

The devil is generally in the details with these massive projects and the details on specific impacts to habitats of importance to birds and other wildlife and on open space other than state or federal lands are very difficult to assess from the maps and text that are provided. This is a huge plan with major implications for Connecticut's habitats, open space, development patterns and our transportation network in the state. This project will impact tens of thousands of acres of habitat in Connecticut, in many cases converting critical and pristine habitat into rail infrastructure, with additional major fragmentation efforts on habitat in the state. The DEIS needs to do a better job of outlining resources such as NGO and municipal open space, open space owned by land trusts and other non-governmental organizations and private lands that may be protected under easement. In 1997, the Connecticut General Assembly set a goal of preserving 21% of the land area (673,210 acres) of Connecticut for open space for public recreation and natural resource conservation and preservation. As of September 2014, the State, working with land trusts and other partners, has protected a total of 496,191 acres, or close to 15% of Connecticut's land area (The Connecticut Comprehensive Open Space Plan, The "Green Plan", 2014-2019). Connecticut is 73% of the way toward achieving this open space preservation goal. While the DEIS does take into account the impacts of proposed rails on federal, state, and county parks and forests, it does not consider the 239,791 acres of protected municipal, not for profit, and water company lands in CT. See the chart at the end of this document for a list of open space lands that will be impacted by proposed routes. Both Alternatives 2 and 3, will likely result in a setback to Connecticut's land conservation goal as previously protected open space is converted and adjacent areas disrupted.

It is disturbing and unfortunate that the DEIS does not take into account state listed species or make use of the State's Natural Diversity Database. Nor does the plan consider the potential impacts on species identified as globally at risk by the International Union for the Conservation of Nature (IUCN). For example, expanses of woodlands in the Northeast corner of Connecticut, an area known to be important to Cerulean Warbler (a Species of Special Concern in Connecticut and identified as globally vulnerable by the IUCN) would be impacted by the constructions of a rail line from Hartford to Storrs to Providence.

Also, beyond the number of acres that will be converted in Connecticut in Alternatives 1-3, the impact on adjacent forested lands may be underestimated. There are large areas of interior forest, identified by the Center for Land Use Education and Research at UCONN, around Natchaug State Forest and Nathan Hale State Park. The proposed rail line from Hartford to Storrs to Providence in Alternatives 2 and 3 would cut through some of these areas. Not only would sections of the forest be lost, but the adjacent woodlands would be more susceptible to edge affects, such as increased predation and cowbird parasitism. Also, high speed rail line along the I-84 corridor in western Connecticut with stops in Danbury and Waterbury (Alternative 3) is likely to increase urban sprawl and development in Connecticut Northwest corner, part of the USDA Forest Service PA-NY-NJ-CT Highlands.

Additionally, since there is a mix of at-grade and tunnel proposals included in the options, it would be good to have more details on things like the depth and methodology for drilling and the size and frequency of tunnel ventilation shafts to better assess impacts to sensitive surface resources.

Audubon Connecticut strongly opposes transit of the proposed rail corridor through the Audubon Center at Bent of the River Property. Construction effects, possible ventilation infrastructure, security provisions and unforeseen impacts from construction and observation would potentially have serious negative impacts to the habitat, aesthetics and public access to this Audubon Center, which is a recognized Important Bird Area and one of the most popular destinations for birding and nature observation in the state. The Bent of the River was bequeathed to Audubon in 1993 by the estate of Althea Ward Clark and has strict conservation easements on the property. Any disturbance to the habitats of the Bent of the River from the proposed rail corridor would be in violation of those easement restrictions.

While the impacts of Alternative 1 on the state's bird populations are limited, we do want to bring to your attention the presence of a significant Tree Swallow roost on the Lower Connecticut River. Each fall hundreds of thousands of Tree Swallow use this roost each night from early September through mid-October. The roost is located on Goose Island, just north of where the I-95 crosses the Connecticut River and approximately a mile north of the proposed new bridge over the Connecticut River in Alternative 1. It would be a great tragedy to disrupt a natural event noted by Roger Tory Peterson of the Peterson Field Guides as the most incredible avian display he ever beheld. Additionally, the tidal wetlands of the lower Connecticut River have been identified as Wetlands of International Significance under the RAMSAR Convention and provide critical and irreplaceable nesting habitat for Saltmarsh Sparrows, a species classified as globally "Vulnerable" to extinction on the IUCN Red List.

The possible tunnel under Long Island Sound has its own issues, depending on tunnel construction methodology and much more detail must be provided to assess these impacts, particularly as the route appears to cross some unique and very important and productive hard substrate bottomlands of the Sound.

Thank you for the opportunity to comment on this important matter and please see the attached table below of open space/protected lands that are impacted by the proposed rail corridors.

Stewart J. Hudson
Executive Director

(Contact): Genese Leach, Policy Manager, Phone: 301-704-5235, Email: gleach@audubon.org

Audubon Connecticut, the state organization of the National Audubon Society, works to protect birds, other wildlife and their habitats using education, science and conservation, and legislative advocacy for the benefit of people and the earth's biological diversity. Through our network of nature education centers, protected wildlife sanctuaries and local, volunteer chapters, we seek to connect people with nature and inspire the next generation of conservationists.

Open space/protected lands potential impacted by proposed rail corridors

Federal	Municipality	DEIS Alternative that disrupts open space	Rail line structure
Connecticut River (Silvio O. Conte NFWR)	Hartford	Alt. 2 and Alt. 3 (LIS and Central CT routes)	Tunnel
State Preserved Open Space	Municipality	DEIS Alternative that disrupts open space	Rail line structure
*Quinnipiac River Tidal Marsh	New Haven	Alt. 2 and 3 (LIS route)	Trench/embankment
Silver Lake	Meriden/Berlin	Alt. 2 and 3 (LIS route)	Trench/aerial structure
Kensington Atlantic Salmon Fish Hatchery	Berlin	Alt. 3 (LIS route)	Tunnel
Hop River State Park Tail	Bolton	Alt. 2 and Alt. 3 (Providence)	Tunnel under at two locations
Bolton Notch State Park Scenic Reserve	Bolton	Alt. 2 and Alt. 3 (Providence)	Tunnel emerges around here
Nathan Hale State Forest	Coventry	Alt. 2 and Alt. 3 (Providence)	Embankment/trench/tunnel
*Mansfield Hollow State Park	Coventry	Alt. 2 and Alt. 3 (Providence)	Tunnel
Natchaug State Forest	Chaplin/Eastford	Alt. 2 and Alt. 3 (Providence)	Tunnel/trench/embankment
Killingly Pond State Park Scenic Area	Killingly	In affected area for Alt. 2 and Alt. 3 (Providence)	Tunnel emerges in this area
Rocky Neck State Park	East Lyme	On the edge of affected area Alt. 1	Tunnel/aerial structure
Paugusset State Forest	Newtown	Alt 3 (Central CT)	Tunnel/aerial structure
George C. Waldo State Park Scenic Preserve	Southbury	Alt 3 (Central CT)	Aerial structure/tunnel
Aldo Leopold Wildlife Area	Southbury	Alt 3 (Central CT)	Tunnel
State Bridal Trail	Naugatuck	Alt. 3 (Central CT)	Tunnel
Farmington Canal Trail	Southington	Alt. 3 (Central CT)	Tunnel
Belding Wildlife Management Area/Tankerhoosen Wildlife Management Area	Vernon	Alt. 3 (Worchester)	Aerial structure
Kollar Wildlife Area	Tolland	Alt. 3 (Worchester)	Aerial structure
Nipmuck State	Willmington,	Alt. 3	Aerial

Forest	Ashford, Union	(Worchester)	structure/embankment
Municipal, not-for profit, or water company preserved open space	Municipality	DEIS Alternative that disrupts open space	Rail line structure
Wooster Square and 3 playgrounds	New Haven	Alt. 3 (LIS route)	Tunnel?
Wallingford Land Trust Property (Shookies Pond)	Wallingford	Alt. 2 and Alt 3 (LIS route)	Aerial structure
Wallingford Conservation Commission Bobolink field	Wallingford	Alt. 2 and Alt 3 (LIS route)	Aerial/embankment
Tyler Mills Conservation Area	Wallingford	Just beyond affected areas for Alt. 2 and Alt 3 (LIS route)	Embankment
Wallingford Land Trust Property (Farnum Field)	Wallingford	Alt. 2 and Alt 3 (LIS route)	Embankment
Timberlands Park Golf Course	Berlin	Alt. 3 (LIS route)	Tunnel
Ragged Mountain	Southington	Alt. 3 (LIS route)	Tunnel
Martha Hart Park	New Britain	Alt. 3 (LIS and Central CT routes)	Tunnel
Fairview Cemetery	New Britain	Alt. 3 (LIS and Central CT routes)	Tunnel
Walnut Hill Park	New Britain	Alt. 3 (LIS and Central CT routes)	Tunnel
Bushnell Park	Hartford	Alt. 2 and Alt. 3 (LIS and Central CT routes)	Tunnel
Riverside Park	Hartford	Alt. 2 and Alt. 3 (LIS and Central CT routes)	Tunnel
Riverview Park	East Hartford	In affected area for Alt. 2 and Alt. 3 (LIS and Central CT routes)	Trench/embankment/aerial structure?
Wickam Park	Manchester	Alt. 2 and Alt. 3 (Providence)	Tunnel entrance in this area
Mansfield Town Open Space	Mansfield	Alt. 2 and Alt. 3 (Providence)	Tunnel
The Nature Conservancy Property	Pomfret	Alt. 2 and Alt. 3 (Providence)	Embankment/aerial structure
*Bafflin Audubon Sanctuary	Pomfret	Alt. 2 and Alt. 3 (Providence)	Embankment/aerial structure
East Lyme Town Open Space	East Lyme	Alt. 1	Tunnel/aerial structure?

(Smith-Harris Track)			
Oswegatchie Hills	East Lyme	Alt. 1	Tunnel/embankment
*Audubon Greenwich	Greenwich	Within a mile of Alt. 3 (Central CT)	???
*Audubon Center at the Bent of the River	Southbury	Alt. 3 (Central CT)	Tunnel
Town of Southbury Open Space	Southbury	Alt. 3 (Central CT)	Tunnel
Towns of Middlebury and Naugatuck Water Company Lands	Middlebury and Naugatuck	Alt. 3 (Central CT)	Tunnel
Panthorn Park	Southington	Alt. 3 (Central CT)	Tunnel
Crandall's Park	Tolland	Alt. 3 (Worchester)	Aerial structure
Yale Myers Forest	Union	Alt. 3 (Worchester)	Embankment

*Identified Important Bird Area - The Important Bird Areas Program is the largest and most comprehensive global network of important sites for bird and biodiversity conservation in the world. Initiated by BirdLife International, the National Audubon Society administers the IBA Program in the U.S. To qualify as an IBA, a site must meet at least one of a set of standardized criteria. These criteria address the population sizes, distributions, and habitat uses of certain species. All sites that meet the criteria qualify as an IBA, regardless of size, current level of protection, or landownership. More specific criteria are set at the statewide level. The generalized categories for the criteria are as follows:

- Species of global, continental, or state conservation concern
- Species with restricted ranges.
- Species that are concentrated in one general habitat type or biome.
- Species, or groups of similar species, that form congregations.

NEC DEIS Comments - RECORD #696 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : David
Last Name : Curson, Ph.D.
Stakeholder Comments/Issues :

Dear Ms Braegelmann,

Please accept these comments (see attached letter) on behalf of Audubon Maryland-DC on the NEC draft EIS. Audubon is concerned about the potential impact on the Patuxent Research Refuge. I am copying the staff of Senators Barbara Mikulski and Ben Cardin and Representatives John Sarbanes, Donna Edwards and Steny Hoyer.

Thank you,

David Curson, Ph.D
Director of Bird Conservation,
Audubon Maryland-DC
2901 E. Baltimore St.
Baltimore, MD 21224
Tel: 410-558-2473

Audubon - Curson MD

Attachments : Audubon comments NEC EIS 2-10-16.pdf (998 kb)

Audubon MARYLAND-DC

State Office
Patterson Park Audubon Center
Important Bird Areas Program
2901 East Baltimore Street
Baltimore, MD 21224
Tel: 410-558-2473
http://md.audubon.org

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

February 10, 2016

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

Audubon Maryland-DC has reviewed the Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, and asks that on behalf of our 12,000 members you consider the following comments. The mission of Audubon Maryland-DC is to conserve and restore natural ecosystems, focusing on birds, other wildlife, and their habitats for the benefit of humanity and the earth's biological diversity.

Alternative 3 slices through the Patuxent Research Refuge located in Laurel, MD, directly impacting 60 acres of refuge property including stream, wetland, floodplain, riparian and forest habitats, which are critical to a number of at-risk bird species. Audubon considers this impact on the Patuxent Research Refuge (hereafter "the Refuge") to be unacceptable for the following reasons:

1. The loss of natural habitat and its wildlife on the Refuge for the benefit of an unrelated use, transportation, is contrary to the purpose and mission of the Refuge, as described by the National Wildlife Refuge System Improvement Act of 1997. This Act describes the mission of the National Wildlife Refuge System as follows: "to administer a national network of lands and waters for the conservation, management, and where appropriate, restoration of the fish, wildlife and plant resources and their habitats within the United States for the benefit of present and future generations of Americans."

   The Refuge is a valuable and much-loved public asset, which provides an opportunity for people to enjoy recreation in a natural setting in a densely developed region of the country where such opportunities are limited. It is a refuge for the American people as much as for wildlife.

2. Alternative 3 would destroy valuable wildlife habitat and forest cover in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland, which is recognized as an Important Bird Area of statewide significance. Audubon identified the

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Patuxent Research Refuge as an Important Bird Area in 2006, because of its importance to several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler. Scarlet tanagers and summer tanagers are also favorites for birdwatchers who frequent the refuge. Important Bird Areas (IBAs) are sites supporting significant populations of vulnerable bird species. The network of IBA sites is global, covering over 200 countries under the auspices of Birdlife International, a worldwide partnership of bird conservation organizations. In Maryland, 43 IBAs have been identified (see attachment).

3. The 2,000-ft-wide affected rail corridor in Alternative 3 does not adequately take into account indirect effects to habitat quality and function including habitat fragmentation and isolation, loss of forest interior, and degradation through increased noise and vibration. Increased rail traffic and speeds will also increase wildlife strikes and mortality. All of these factors play heavily into the quality of bird habitat and the viability of bird populations.
4. Allowing the proposed "take" of a publicly-owned natural resource at the Refuge would set a dangerous precedent, which could allow similar developments over future decades to erode the Refuge to the point of its ultimate loss by attrition.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for perpetual reservation for birds. Most of the portion impacted was established as refuge land by Public Law 101-519 (the Military Construction Appropriations Act, 1991).

Acquisition and/or conversion of refuge land for transportation use are currently prohibited by law and any attempt to convert it would set a disturbing precedent for the country's most beautiful and biologically diverse landscapes. Thankfully, as shown in your plan, feasible and less destructive alternatives to incising a wildlife refuge exist.

Audubon Maryland-DC is opposed to Alternative 3 and we ask that you reject it. If you have any questions about these comments please contact me by telephone at 443-386-6345 or by e-mail at the address below.

Sincerely,

David Curson

David Curson, Ph.D.
Director of Bird Conservation
dcurson@audubon.org

Cc: US Senator Benjamin Cardin
Cc: US Senator Barbara Mikulski
Cc: Rep. John Sarbanes
Cc: Rep. Donna Edwards
Cc: Rep. Steny Hoyer

NEC DEIS Comments - RECORD #2460 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Genese

Last Name : Leach

Stakeholder Comments/Issues :

On behalf of Audubon Connecticut, please kindly accept our position ar[redacted]ments on the NEC infrastructure proposals.

Thank you and please don't hesitate if you have questions or conce[redacted]

2 file
Audubon -
Leach

Best, Genese

Genese S. Leach
Policy Manager, Audubon Connecticut
Phone: 301-704-5235

Your Legacy is Audubon's Future!
Bequests have been essential sources of support for Audubon since the beginning of our Society - Audubon was founded with a Legacy Gift!
Planned gifts of all sizes can have a profound impact on the vital work we do. They can also provide tax incentives like reducing estate income taxes.
To learn more how planned giving can support Audubon Connecticut, and our Centers, please click here http://ct.audubon.org/planned-giving

Attachments : Audubon CT Comments on the NEC Future Plan.pdf (174 kb)

Audubon CONNECTICUT

February 15, 2016

Re: Comments on the Tier 1 Draft Environmental Impact Statement for the Northeast Corridor Future Plan

The Northeast Corridor Future Plan recommends several infrastructure proposals to update our mass transit system in the Northeast. Despite the potential reduction in carbon emissions, the uncertainties associated with Action Alternatives 2 and 3 present some significant negative impacts on wildlife, important habitats such as Audubon Important Bird Areas, wetlands, grasslands, and forest interior habitats. Audubon Connecticut therefore strongly recommends that Alternative 1, with proper design, and combined with an emphasis on completing the New Haven to Springfield commuter line, be selected as the preferred alternative. The negative impacts on important habitats for birds and other wildlife presented by Alternatives 2 and 3 are just too high of a price to pay for an as of yet undefined transportation dividend. And identifying Alternative 1 as a preferred scenario does not exclude the need for careful environmental review and the inevitable need for planning and design work that would avoid any environmental damage that presents a significant threat either on a temporary or permanent basis.

Our specific concerns at this time with the draft EIS and proposed alternatives include:

- Major impacts to several Important Bird Areas including the Connecticut Audubon Society's Bafflin Sanctuary in Pomfret, the Audubon Center at Bent of the River in Southbury, the Quinnipiac River Tidal Marsh in New Haven, and Mansfield Hollow State Park in Mansfield. Even if some of these areas are proposed to be tunnels there will likely be significant disruption of surface habitats and public access during construction and operational phases of the project.
- There are questions as to what grade would the tracks be going through the Bent of the River Audubon Center in Southbury, CT. The topography is such that while the intent is to have this be underground it may have to come to the surface through the Pomperaug Valley. This would be unacceptable and violate deed restrictions related to the donation of the Audubon Center at Bent of the River to Audubon.
- The surface portion through Paugussett State Forest, Lake Lillinonah and George C. Waldo State Park would cause unacceptable negative impacts to an ecologically important area that is a critical wintering areas for Bald Eagles, as well as other raptor and numerous species of diving birds and waterfowl.
- Alternative 1 would have significant impacts on the tidal marshes of the lower Connecticut River, including a significant migratory roost for Tree Swallows that supports a high percentage of the eastern North American population of Tree Swallows in fall migration and includes some of the most important nesting habitat in the world for Saltmarsh Sparrows, a species of global conservation concern.
- The impacts to acreage of forest interior habitat that would be converted to edge, transitional or other non-interior classes is likely to be much larger than the footprint acreage directly affected. This impact is undefined in the draft EIS.
- Alternatives 2 and 3 present an unacceptable fragmentation impact on important habitat for Cerulean Warblers at Natchaug State Forest.
- Impacts to private, NGO and municipal open space, as well as impacts to state forests and wildlife management areas were not taken into account in the draft EIS.

- No detailed shapefiles of the routes and what is tunnel were provided to the public. This would have allowed us to better assess the full scale of impacts to important habitat for birds and other wildlife.
- Impacts to state-listed species and globally endangered, vulnerable, and near threatened species on the IUCN list were not taken into account in the draft EIS. This is particularly important for any potential negative impacts to Saltmarsh Sparrow, a species for which the Northeastern U.S. is a disproportionally important nesting area and a species that is already at high risk of extinction.
- We also strongly suggest that consideration be given to reducing existing tidal restrictions created by the existing rail lines as coastal routes are upgraded.

The devil is generally in the details with these massive projects and the details on specific impacts to habitats of importance to birds and other wildlife and on open space other than state or federal lands are very difficult to assess from the maps and text that are provided. This is a huge plan with major implications for Connecticut's habitats, open space, development patterns and our transportation network in the state. This project will impact tens of thousands of acres of habitat in Connecticut, in many cases converting critical and pristine habitat into rail infrastructure, with additional major fragmentation efforts on habitat in the state. The DEIS needs to do a better job of outlining resources such as NGO and municipal open space, open space owned by land trusts and other non-governmental organizations and private lands that may be protected under easement. In 1997, the Connecticut General Assembly set a goal of preserving 21% of the land area (673,210 acres) of Connecticut for open space for public recreation and natural resource conservation and preservation. As of September 2014, the State, working with land trusts and other partners, has protected a total of 496,191 acres, or close to 15% of Connecticut's land area (The Connecticut Comprehensive Open Space Plan, The "Green Plan", 2014-2019). Connecticut is 73% of the way toward achieving this open space preservation goal. While the DEIS does take into account the impacts of proposed rails on federal, state, and county parks and forests, it does not consider the 239,791 acres of protected municipal, not for profit, and water company lands in CT. See the chart at the end of this document for a list of open space lands that will be impacted by proposed routes. Both Alternatives 2 and 3, will likely result in a setback to Connecticut's land conservation goal as previously protected open space is converted and adjacent areas disrupted.

It is disturbing and unfortunate that the DEIS does not take into account state listed species or make use of the State's Natural Diversity Database. Nor does the plan consider the potential impacts on species identified as globally at risk by the International Union for the Conservation of Nature (IUCN). For example, expanses of woodlands in the Northeast corner of Connecticut, an area known to be important to Cerulean Warbler (a Species of Special Concern in Connecticut and identified as globally vulnerable by the IUCN) would be impacted by the constructions of a rail line from Hartford to Storrs to Providence.

Also, beyond the number of acres that will be converted in Connecticut in Alternatives 1-3, the impact on adjacent forested lands may be underestimated. There are large areas of interior forest, identified by the Center for Land Use Education and Research at UCONN, around Natchaug State Forest and Nathan Hale State Park. The proposed rail line from Hartford to Storrs to Providence in Alternatives 2 and 3 would cut through some of these areas. Not only would sections of the forest be lost, but the adjacent woodlands would be more susceptible to edge affects, such as increased predation and cowbird parasitism. Also, high speed rail line along the I-84 corridor in western Connecticut with stops in Danbury and Waterbury (Alternative 3) is likely to increase urban sprawl and development in Connecticut Northwest corner, part of the USDA Forest Service PA-NY-NJ-CT Highlands.

Additionally, since there is a mix of at-grade and tunnel proposals included in the options, it would be good to have more details on things like the depth and methodology for drilling and the size and

frequency of tunnel ventilation shafts to better assess impacts to sensitive surface resources.

Audubon Connecticut strongly opposes transit of the proposed rail corridor through the Audubon Center at Bent of the River Property. Construction effects, possible ventilation infrastructure, security provisions and unforeseen impacts from construction and observation would potentially have serious negative impacts to the habitat, aesthetics and public access to this Audubon Center, which is a recognized Important Bird Area and one of the most popular destinations for birding and nature observation in the state. The Bent of the River was bequeathed to Audubon in 1993 by the estate of Althea Ward Clark and has strict conservation easements on the property. Any disturbance to the habitats of the Bent of the River from the proposed rail corridor would be in violation of those easement restrictions.

While the impacts of Alternative 1 on the state's bird populations are limited, we do want to bring to your attention the presence of a significant Tree Swallow roost on the Lower Connecticut River. Each fall hundreds of thousands of Tree Swallow use this roost each night from early September through mid-October. The roost is located on Goose Island, just north of where the I-95 crosses the Connecticut River and approximately a mile north of the proposed new bridge over the Connecticut River in Alternative 1. It would be a great tragedy to disrupt a natural event noted by Roger Tory Peterson of the Peterson Field Guides as the most incredible avian display he ever beheld. Additionally, the tidal wetlands of the lower Connecticut River have been identified as Wetlands of International Significance under the RAMSAR Convention and provide critical and irreplaceable nesting habitat for Saltmarsh Sparrows, a species classified as globally "Vulnerable" to extinction on the IUCN Red List.

The possible tunnel under Long Island Sound has its own issues, depending on tunnel construction methodology and much more detail must be provided to assess these impacts, particularly as the route appears to cross some unique and very important and productive hard substrate bottomlands of the Sound.

Thank you for the opportunity to comment on this important matter and please see the attached table below of open space/protected lands that are impacted by the proposed rail corridors.

Stewart J. Hudson
Executive Director

(Contact): Genese Leach, Policy Manager, Phone: 301-704-5235, Email: gleach@audubon.org

Audubon Connecticut, the state organization of the National Audubon Society, works to protect birds, other wildlife and their habitats using education, science and conservation, and legislative advocacy for the benefit of people and the earth's biological diversity. Through our network of nature education centers, protected wildlife sanctuaries and local, volunteer chapters, we seek to connect people with nature and inspire the next generation of conservationists.

Open space/protected lands potential impacted by proposed rail corridors

Federal	Municipality	DEIS Alternative that disrupts open space	Rail line structure
Connecticut River (Silvio O. Conte NFWR)	Hartford	Alt. 2 and Alt. 3 (LIS and Central CT routes)	Tunnel
State Preserved Open Space	**Municipality**	**DEIS Alternative that disrupts open space**	**Rail line structure**
*Quinnipiac River Tidal Marsh	New Haven	Alt. 2 and 3 (LIS route)	Trench/embankment
Silver Lake	Meriden/Berlin	Alt. 2 and 3 (LIS route)	Trench/aerial structure
Kensington Atlantic Salmon Fish Hatchery	Berlin	Alt. 3 (LIS route)	Tunnel
Hop River State Park Tail	Bolton	Alt. 2 and Alt. 3 (Providence)	Tunnel under at two locations
Bolton Notch State Park Scenic Reserve	Bolton	Alt. 2 and Alt. 3 (Providence)	Tunnel emerges around here
Nathan Hale State Forest	Coventry	Alt. 2 and Alt. 3 (Providence)	Embankment/trench/tunnel
*Mansfield Hollow State Park	Coventry	Alt. 2 and Alt. 3 (Providence)	Tunnel
Natchaug State Forest	Chaplin/Eastford	Alt. 2 and Alt. 3 (Providence)	Tunnel/trench/embankment
Killingly Pond State Park Scenic Area	Killingly	In affected area for Alt. 2 and Alt. 3 (Providence)	Tunnel emerges in this area
Rocky Neck State Park	East Lyme	On the edge of affected area Alt. 1	Tunnel/aerial structure
Paugusset State Forest	Newtown	Alt 3 (Central CT)	Tunnel/aerial structure
George C. Waldo State Park Scenic Preserve	Southbury	Alt 3 (Central CT)	Aerial structure/tunnel
Aldo Leopold Wildlife Area	Southbury	Alt 3 (Central CT)	Tunnel
State Bridal Trail	Naugatuck	Alt. 3 (Central CT)	Tunnel
Farmington Canal Trail	Southington	Alt. 3 (Central CT)	Tunnel
Belding Wildlife Management Area/Tankerhoosen Wildlife Management Area	Vernon	Alt. 3 (Worchester)	Aerial structure
Kollar Wildlife Area	Tolland	Alt. 3 (Worchester)	Aerial structure
Nipmuck State	Willmington,	Alt. 3	Aerial

Forest	Ashford, Union	(Worchester)	structure/embankment
Municipal, not-for profit, or water company preserved open space	Municipality	DEIS Alternative that disrupts open space	Rail line structure
Wooster Square and 3 playgrounds	New Haven	Alt. 3 (LIS route)	Tunnel?
Wallingford Land Trust Property (Shookies Pond)	Wallingford	Alt. 2 and Alt 3 (LIS route)	Aerial structure
Wallingford Conservation Commission Bobolink field	Wallingford	Alt. 2 and Alt 3 (LIS route)	Aerial/embankment
Tyler Mills Conservation Area	Wallingford	Just beyond affected areas for Alt. 2 and Alt 3 (LIS route)	Embankment
Wallingford Land Trust Property (Farnum Field)	Wallingford	Alt. 2 and Alt 3 (LIS route)	Embankment
Timberlands Park Golf Course	Berlin	Alt. 3 (LIS route)	Tunnel
Ragged Mountain	Southington	Alt. 3 (LIS route)	Tunnel
Martha Hart Park	New Britain	Alt. 3 (LIS and Central CT routes)	Tunnel
Fairview Cemetery	New Britain	Alt. 3 (LIS and Central CT routes)	Tunnel
Walnut Hill Park	New Britain	Alt. 3 (LIS and Central CT routes)	Tunnel
Bushnell Park	Hartford	Alt. 2 and Alt. 3 (LIS and Central CT routes)	Tunnel
Riverside Park	Hartford	Alt. 2 and Alt. 3 (LIS and Central CT routes)	Tunnel
Riverview Park	East Hartford	In affected area for Alt. 2 and Alt. 3 (LIS and Central CT routes)	Trench/embankment/aerial structure?
Wickam Park	Manchester	Alt. 2 and Alt. 3 (Providence)	Tunnel entrance in this area
Mansfield Town Open Space	Mansfield	Alt. 2 and Alt. 3 (Providence)	Tunnel
The Nature Conservancy Property	Pomfret	Alt. 2 and Alt. 3 (Providence)	Embankment/aerial structure
*Bafflin Audubon Sanctuary	Pomfret	Alt. 2 and Alt. 3 (Providence)	Embankment/aerial structure
East Lyme Town Open Space	East Lyme	Alt. 1	Tunnel/aerial structure?

(Smith-Harris Track)			
Oswegatchie Hills	East Lyme	Alt. 1	Tunnel/embankment
*Audubon Greenwich	Greenwich	Within a mile of Alt. 3 (Central CT)	???
*Audubon Center at the Bent of the River	Southbury	Alt. 3 (Central CT)	Tunnel
Town of Southbury Open Space	Southbury	Alt. 3 (Central CT)	Tunnel
Towns of Middlebury and Naugatuck Water Company Lands	Middlebury and Naugatuck	Alt. 3 (Central CT)	Tunnel
Panthorn Park	Southington	Alt. 3 (Central CT)	Tunnel
Crandall's Park	Tolland	Alt. 3 (Worchester)	Aerial structure
Yale Myers Forest	Union	Alt. 3 (Worchester)	Embankment

*Identified Important Bird Area - The Important Bird Areas Program is the largest and most comprehensive global network of important sites for bird and biodiversity conservation in the world. Initiated by BirdLife International, the National Audubon Society administers the IBA Program in the U.S. To qualify as an IBA, a site must meet at least one of a set of standardized criteria. These criteria address the population sizes, distributions, and habitat uses of certain species. All sites that meet the criteria qualify as an IBA, regardless of size, current level of protection, or landownership. More specific criteria are set at the statewide level. The generalized categories for the criteria are as follows:

- Species of global, continental, or state conservation concern
- Species with restricted ranges.
- Species that are concentrated in one general habitat type or biome.
- Species, or groups of similar species, that form congregations.

NEC DEIS Comments - RECORD #2790 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : John
Last Name : Austin, Sr.
Stakeholder Comments/Issues :

Dear NEC,

The attached document is referring to solutions that are similar to your proposed Solution 2 and Solution 3 plans.

We will be providing more detail as required. There is are current problems on the Metro North line which will require help from the chosen NEC implementation.

Sincerely,John Austin, Sr.

(colorquick@yahoo.com)

attachment HS Rail 4 FRA.com

February 12, 2016

Dear FRA Committee:

In regard to the proposed route of the HS Rail thru CT, as addressed in the Phase One Environmental Review:

The New England Corridor route examined in this study does not take into consideration the need for more and faster commuter and regional passenger traffic and parking near the MNR coastal corridor in Connecticut! The existing MNR line has reached parking capacity saturation which rules out significant expansion, since the towns surrounding the MNR stations are built right up to the stations and their parking lots. Providing more parking for them (a la South Norwalk, etc.) would be very expensive and cause downtown congestion.

Existing MNR tracks from Greenwich to New Haven are saturated with traffic! They suffer overcrowding (no seats available), and irritating commuters with ever slower trip times to Grand Central Terminal. Even if additional M-8 cars are delivered, the existing tracks are heavily used and may be saturated when trains using these additional M-8 cars are put in service.

There is also the problem of replacing the five aged moveable bridges along this route, (ca. 1890), which will make trip times even slower as temporary bridges are constructed and put in use. This shoreline route also suffers from some tracks built on unstable ground, which need constant maintenance.

To address these problems, we need the new HS rail tracks to be designed for **DUAL USE**, and placed in high traffic routes where they will be an additional resource to deliver passengers to NYC, White Plains and two nearby airports. This route will handle HS trains running at full speed, interlaced with new faster commuter trains travelling along the same route. Advanced signaling techniques will be used to interleave these trains running on this line.

Only a few stations will be allowed along this new line, and they will each have passing sidings so the faster commuter trains can wait on

a siding for the HS rail trains to pass. The new **DUAL USE** line is needed to serve existing coastal towns, which have been built up along the MNR line. This line will also provide additional parking for commuters and regional travelers.

This badly needed parking can be built in the undeveloped land along the new **DUAL USE** route, which should be located mostly in the unused land corridor on the southern edge of the Merritt Parkway. It would make sense to route the **DUAL USE** line north from New Haven to Hartford/Springfield where it would continue on to Boston.

This upgrade could potentially serve Bradley Field via a new terminal in or next to the air terminal.

Thank you for your consideration in this matter. We look forward to continue to work with you on these important projects.

John M. Austin, Sr.

Member: Connecticut Commuter Rail Council
Long Range Planning Committee

colorquick@yahoo.com

NEC DEIS Comments - RECORD #2040 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Ann
Last Name : Averill
Stakeholder Comments/Issues :

Don't do it.

NEC DEIS Comments - RECORD #2269 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Jay
Last Name : Avitable
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, my alma mater. I am also opposed to any disruption to a very unique ecosystem in the lower CT River valley." Thank you.

NEC DEIS Comments - RECORD #2331 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Diane
Last Name : Ayers
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

The first speaker will be Robert Azar.

MR. AZAR: Thank you. My name is Robert Azar. I'm the Deputy Director of the Department of Planning and Development for the City of Providence. I'm here on behalf of the Mayor.

We have a letter that we'd like to submit into the record. I won't read it to you, but I will just summarize it.

We are very enthusiastic about the possibility of improved high-speed connections to Providence in the Northeast Corridor. Whatever can be done to improve rail connections through Providence would be very helpful to our economy and to improved transportation in the region.

We're particularly enthusiastic about Alternatives 3.1 and 3.2 that would bring high-speed rail directly to Providence. We do have concerns about Alternatives 3.3, 3.4 that would bypass Providence with high-speed rail.

We would just like to point out that rail is absolutely critical to the economy of Rhode Island and to the City of Providence, so we support this effort and once again encourage alternatives that bring more high-speed rail to Providence.

Thank you.

MR. BAER: Thank you.

The next speaker is Saman Azimi.

MR. AZIMI: Hi. My name is Saman Azimi. I'm a student at the University of Connecticut, and I also work with ConnPIRG, Connecticut Public Interest Research Group.

I am here also just to voice my support for investment in Connecticut's transportation future. I have lived in Connecticut my whole life, I'm from Storrs actually, and in that area and everywhere around Connecticut it is very difficult to get around and not be car-dependent. This intersects with so many facets of life in Connecticut, like the urban dynamics that we have, and our environmental footprint and just connectivity, quality of life, access to jobs, economic growth.

This is a really significant issue in terms of how young people view Connecticut, how young people feel about staying in Connecticut. Young people now more than ever are deciding to opt out of using cars in favor of more mass transit, public transit options, and also in support of sustainable options as much as possible. Investing more shows that there's a commitment to investment in mass transit, mass rail, things like that. It shows that we have confidence, we have faith in young people. We want to invest in our future; we want to invest in growth; we want to invest in sustainability. Thank you.

HEARING OFFICER SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #813 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Kathy
Last Name : Babiak
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Katherine Babiak
Port Tobacco, MD 20677

NEC DEIS Comments - RECORD #2854 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Peter
Last Name : Babin
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

As a Property owner in the town of Old Lyme and an Alumni of the University of New Haven, I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will not only destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven but will also potentially cause environmental damage to many of the open space properties along the project areas.

NEC DEIS Comments - RECORD #2318 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Jane

Last Name : Bachman

Stakeholder Comments/Issues :

The proposed rail line through Old Lyme will completely destroy a historic and art centric town and vibrant community. We are completely opposed to this plan. Our home is located directly in the path of the rail line. This plan is a disaster for our town and will displace our community.

NEC DEIS Comments - RECORD #1591 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name : JOSEPH
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. There has been too much fragmentation and building on top of natural areas throughout our state already. Despite the economic benefits that might come from this rail development alternatives that do not intrude on the Patuxent Wildlife Refuge must be the only ones chosen.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Joseph S. Baehr
Sunderland, Maryland

NEC DEIS Comments - RECORD #2408 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Rebecca

Last Name : Baehr

Stakeholder Comments/Issues :

I am very disappointed that the FRA did not consult the communities that would be directly impacted by the proposal. As a permanent resident of Old Lyme, CT, the current proposal of a new railway line is extremely distressing. The new railway would decimate the historical district of Old Lyme, a part of the town on which the economic and cultural vitality of the community rests. By placing a railway through this district, the FRA would destroy historical buildings, displace residents and businesses, and would effectively shut down a district that thrives upon its rich history to drive economic and tourist activity. It has been a blatant sign of irresponsibility and misjudgment that the FRA has not consulted the leaders and citizens of each community it plans to overturn. I implore you, the FRA, to eliminate this proposal entirely, and instead craft a proposal that is far less disruptive to current communities and economies, and to do so with the input of all community members.

NEC DEIS Comments - RECORD #475 DETAIL

Status : [redacted]
Record Date : 2/1/2016
First Name : Susan
Last Name : Baehr
Stakeholder Comments/Issues :

Alternative 1 with it's new segment of track is environmentally damaging to the shoreline's natural habitat. It also does not take into consideration the historic significance of the area and the huge negative impact on the town's economy. The town should have been contacted as part of the plan to provide input on historic sites and environmental priorities.

NEC DEIS Comments - RECORD #1094 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Thomas

Last Name : Baehr

Stakeholder Comments/Issues :

I object to the Alternative 1of the EIS plan because of four (4) fundamental flaws in the plan:

1. Alternative 1 is highlighted in the EIS as having the greatest negative environmental impact to CT. New construction will destroy wetland both along the shoreline and inland.

2. Alternative 1 destroys the cultural and historic heritage of Old Lyme.

3. Alternative 1 adds little if any additional capacity to Northeast Corridor rail service and serves fewer people as compared to alternatives 2 and 3.

4. Alternative 1 is the more susceptible to natural disasters such as hurricanes and rising sea levels because of it's proximity to the LI Sound shoreline

NEC DEIS Comments - RECORD #1391 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Joan
Last Name : Baffaro
Stakeholder Comments/Issues :

I am appalled at the plan to build a rail line that intersects the historic gown of OldLyme and especially disappointed that we who live here are just finding out about this plan, after the opportunity to voice opinions at a public meeting has passed. I can only think that this was done with the intention of stifling public opinion . Shame on NEC. We citizens of Old Lyme will not be denied our voice. No rail line must be allowed to disrupt our bucolic village.

NEC DEIS Comments - RECORD #1238 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Tim
Last Name : Baffaro
Stakeholder Comments/Issues :

What an awful way to ruin the beautiful Old Lyme, CT historic district with an ugly train track system through its middle. It would also completely wreck 2 of our precious resourses; the Lyme Art College and the Florence Griswold Museum. There must e a better solution to this need. Please spare Old Lyme and find another way. Thank you.

NEC DEIS Comments - RECORD #1239 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Tim
Last Name : Baffaro
Stakeholder Comments/Issues :

What an awful way to ruin the beautiful Old Lyme, CT historic district with an ugly train track system through its middle. It would also completely wreck 2 of our precious resources; the Lyme Art College and the Florence Griswold Museum. There must e a better solution to this need. Please spare Old Lyme and find another way. Thank you.

NEC DEIS Comments - RECORD #955 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : April
Last Name : Bagwill
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:
As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. While I support rail expansion, I do not support this Alternative.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species.

*National Wildlife Refuges exist for a reason. *

The proposal would destroy valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the *largest remaining forest block in central Maryland*—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds. *This is the Nation's only National Wildlife Refuge established to support wildlife research. *

One of the first places I visited when I moved to Maryland in 2012 was Patuxent and I know so many people who love visiting. Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent

Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. *Feasible and less destructive alternatives to incising a wildlife refuge exist.* *Please choose an alternate that does not disturb a national treasure.*

Sincerely,
April Bagwill, Ph.D.

NEC DEIS Comments - RECORD #689 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Annora
Last Name : Bailey
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

As a teacher in Maryland I have brought my Honor's students to the Patuxent Wildlife Refuge to complete community service hours. My students take away more than completing hours. The staff there makes sure they have an understanding of how important it is to maintain habitat for birds, particularly migrating birds. I also brought my church youth group to work on maintenance of the Kestrel cages. They too learned about how the Patuxent Wildlife Refuge is one of the oldest refuges for birds and how they played an integral role in reestablishing the Whooping Crane in the United States from almost complete extinction. It would be a shame to damage this habitat for our future generations. I would highly suggest you take some time and visit the Refuge.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent

for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Annora Bailey

NEC DEIS Comments - RECORD #840 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Donna
Last Name : Bailey
Stakeholder Comments/Issues :

While I agree the NEC is in need of repairs, I want to know when you are going to make more trains available daily to Canada (or even Plattsburg) One Train daily is not enough and the 8 hr layover at Penn Station is crazy.

NEC DEIS Comments - RECORD #382 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : Adam

Last Name : Bair

Stakeholder Comments/Issues :

I believe a direct "pass through" connection to Philadelphia Int airport is critical as an enhancement to the NEC. This would enable travelers originating from points south of the airport to avoid bypassing PHL, travelling on to 30th street station, switching trains, and riding to PHL on the current SEPTA airport line. Taking a train is highly preferable to dealing with driving, parking, and shuttles to and from the terminal. I also believe the ambitious goals of alternative 3 are impressive but likely highly unfeasible, even with PPP funding. Targeting the more palatable investment level with significant enhancements to service on the NEC (Via alternative 2) is the best choice.

NEC DEIS Comments - RECORD #569 DETAIL

Status :
Record Date : 2/6/2016
First Name : Glenn
Last Name : Bair, Jr.
Stakeholder Comments/Issues :

I object to the current NEC proposal as it would impact buildings with historic significance in Old Lyme, CT. Perhaps moving the rail to more closely align with the current rail route could be accomplished. I would rather see a proposal that supports a modified route passing through the current Old Lyme Country Club and the Black Hall Country Club. Expanding rail traffic through these privately-owned golf clubs with large acreage would impact fewer residents. Both of these (recreational) sites border the existing rail line, could more easily support rail line expansion and would the limit impacts of the rail expansion to fewer residents.

NEC DEIS Comments - RECORD #2198 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : David

Last Name : Baker

Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2267 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Jayson
Last Name : Baker
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #890 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Jeri

Last Name : Baker

Stakeholder Comments/Issues :

As much as I agree that Connecticut will be best served by the development of light rail, I cannot agree with the current proposed plan that would literally destroy the historic and environmental character of Old Lyme. I encourage all parties to develop an alternative plan.

NEC DEIS Comments - RECORD #572 DETAIL

Status : [redacted]

Record Date : 2/6/2016

First Name : Marcus

Last Name : Baker

Stakeholder Comments/Issues :

I urge a massive increasing in funding for rail transportation projects, epically regarding the Portal Bridge and Hudson River Tunnels along the Northeast Corridor. The NEC is the backbone of American Rail and of the American Economy. Please work to support massive renovations and upgrades that are extremely needed from Boston to Washington

NEC DEIS Comments - RECORD #1692 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Nadine
Last Name : Baker
Stakeholder Comments/Issues :

I commuted on the train (New London-New Haven) for 15 months. It was frustrating. It seemed to me that our country should have better service and - most importantly - more reliable service. For example, the weather should not affect the trains as much as it does (too hot, trains delayed and same issue if it is too cold because the tracks are brittle).

NEC DEIS Comments - RECORD #1608 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Laura
Last Name : Balascio
Stakeholder Comments/Issues :

> Ms. Carol Braegelmann
> Office of Environmental Policy and Compliance
> 1849 C Street, NW-MS 2462-MIB
> Washington D.C. 20240
>
> RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA
>
> Dear Ms. Braegelmann:
>
> Although I am a Delaware citizen, we reside within a mile of the Maryland state line and I have family that resides near the Patuxent Wildlife Refuge. My family enjoys many of Maryland's few remaining wild places, thus I am writing this letter in opposition to Alternate 3 in your rail plan.
>
> This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.
>
> The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.
>
> Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.
>
> Sincerely,
> Laura Balascio
> Newark, DE
> Sent from my iPad

NEC DEIS Comments - RECORD #1610 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Laura
Last Name : Balascio
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

Although I am a Delaware citizen, we reside within a mile of the Maryland state line and I have family that resides near the Patuxent Wildlife Refuge. My family enjoys many of Maryland's few remaining wild places, thus I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,
Laura Balascio
Newark, DE
Sent from my iPad

NEC DEIS Comments - RECORD #1788 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Renee
Last Name : Baldo
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1878 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Mary
Last Name : Ballachino
Stakeholder Comments/Issues :

I oppose Alternative 1. A rail line through Old Lyme would decimate the character of the town, including The Historic District, The Lyme Art Academy, Lyme Art Association and The Florence Griswold Museum!

NEC DEIS Comments - RECORD #1352 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Barbara

Last Name : Ballard

Stakeholder Comments/Issues :

I am categorically opposed to the Alternative 1 proposal that would require laying new tracks through the middle of Old Lyme, CT. The fact that there has been so little time to publicly discuss the plan is outrageous. It would be the ruination of this rural, historical treasure on the CT shoreline.

NEC DEIS Comments - RECORD #1971 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Diane

Last Name : Balsamo

Stakeholder Comments/Issues :

Dear Federal Rail Administration, I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1517 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Skippy

Last Name : Banker

Stakeholder Comments/Issues :

Historical Old Lyme is irreplaceable. This plan would do irreversible damage and should be stopped.

Okay. Come on up.

MS. BANKS: Can I come up, because I have to go all the way to Brooklyn?

THE MODERATOR: Do you mind if she goes first?

A VOICE: Oh, no, of course.

THE MODERATOR: Well, that's very kind of you.

Thank you very much.

MS. BANKS: Thank you. I'm sorry.

THE MODERATOR: Don't be sorry.

MS. BANKS: I didn't know about the meeting.

THE MODERATOR: Well, hold on. Before you start, could you do us a favor, make sure you speak into the microphone and just give us your name.

MS. BANKS: Yes.

My name is Laurie Banks. I live at 194 Malcom X Boulevard, between Brooklyn, New York.

I am a cardiac patient with heart failure. This is, (unintelligible) you know, 55 Balfour Street. (Unintelligible) my telephone bill, my car jack information. And after they do all that, (unintelligible) and I usually see them at the Home Depot if they buy for $6,000, the Home Depot $20 to get out with the stuff they're buying, the next thing I hear they accusing SONY, Vladimir Putin, and is the Haitian ruin it.

They can buy $10,000 of material and pay $20. All they need is the receipt to get out. That's why so many store getting bankruptcy. Right now I cannot check my pacemaker because my telephone bill went $543. I'm on disability and they don't care. They cut off the telephone and they even -- I had the wheelchair in front of my apartment for somebody who got a broken leg, this morning. From them he said that they want me to tell me to remove the wheelchair. He's then responsible for the (unintelligible) not, Corleon, not Vladimir Putin. 55 Balfour Street (phonetic.)

They also have the September 11 organization in Haiti and they are say -- they are less a British person, (unintelligible) shoemaker but the real maker the September 11, they say are German radio station in Haiti is from NASA.

(Unintelligible) with 55 Balfour Street to make sure of, as I said, from Haiti and Putin (unintelligible).

Thank you.

THE MODERATOR: Thank you.

NEC DEIS Comments - RECORD #762 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Michelle

Last Name : Bannoura

Stakeholder Comments/Issues :

Amtrak between Albany NY & NYC has been the best thing I have discovered since moving to Albany in 1997. It makes my business and leisure trips so much easier. No worries about traffic or parking in NYC. The trains are always full which suggests that I am not alone in benefiting from the service. I know I would make far fewer trips to NYC if I had to drive.

NEC DEIS Comments - RECORD #28 DETAIL

Status : Unread

Record Date : 11/24/2015

First Name : Kyle

Last Name : Banquer

Stakeholder Comments/Issues :

As one of the many college students who have used the NEC for long distance travel, I've seen the inadequacies of the current rail system first hand. We need to invest in our future and recognize that the dynamic of transportation in America is changing. I think that Alternative 3 is the best option because it fundamentally changes society for the better and saves the country money in the long run by means of moving the cost of transportation away from the individual and toward the state [In other words, I'd rather pay for a train ticket than pay for a car and automotive maintenance any day].

Furthermore, I would also like to know how I could help to make this project a reality, whether it be by means of advocacy, employment, or otherwise.

NEC DEIS Comments - RECORD #28 DETAIL

Status : [redacted]

Record Date : 11/24/2015

First Name : Kyle

Last Name : Banquer

Stakeholder Comments/Issues :

As one of the many college students who have used the NEC for long distance travel, I've seen the inadequacies of the current rail system first hand. We need to invest in our future and recognize that the dynamic of transportation in America is changing. I think that Alternative 3 is the best option because it fundamentally changes society for the better and saves the country money in the long run by means of moving the cost of transportation away from the individual and toward the state [In other words, I'd rather pay for a train ticket than pay for a car and automotive maintenance any day].

Furthermore, I would also like to know how I could help to make this project a reality, whether it be by means of advocacy, employment, or otherwise.

Attachments : BanquerKyle_Original.pdf (1 kb)

NEC DEIS Comments - RECORD #2504 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Bruce

Last Name : Barber

Stakeholder Comments/Issues :

As a University employee, I am troubled by the proposal to put rail tracks through the University of New Haven Lyme campus. (I'm the new General manager of our radio station, WNHU-FM.

I also work for WNPR in Hartford. I can already travel the shoreline by rail. I would much prefer access to Hartford by train.

Respectfully yours,

Bruce Barber

NEC DEIS Comments - RECORD #2293 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Nina

Last Name : Barclay

Stakeholder Comments/Issues :

Please STOP this proposed plan to destroy the campus of the Lyme Art Academy and SPLIT the town of Old Lyme in half. This is a travesty and pure folly. I spend many days at the Florennce Griswold, the Lyme Art Association and the Lyme Art Academy. These resources are precious to people all over the state of CT and bring artists and others to retire here in CT

NEC DEIS Comments - RECORD #2106 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Diane
Last Name : Barker
Stakeholder Comments/Issues :

Please do not run the high-speed line through the center of Old Lyme. There must be another route, or else one parallel to the existing one instead.

NEC DEIS Comments - RECORD #1490 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Carlton & Leslie

Last Name : Barlow

Stakeholder Comments/Issues :

We are opposed to this proposal as it cuts through the historic district of Old Lyme and would destroy a relative's home.

STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Office of the
Commissioner

An Equal Opportunity Employer

January 13, 2016

Ms. Rebecca Reyes-Alicea
NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Dear Ms. Reyes-Alicea:

Thank you for the opportunity to comment on the Federal Railroad Administration's Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS) for NEC FUTURE. The Tier 1 Draft EIS presents a sweeping and unprecedented vision for the future of rail service in the Northeast and the State of Connecticut in particular.

The selection of a preferred alternative or alternatives will have benefits and consequences for commuters and communities for decades to come. For this reason, the alternatives in this nearly 1000-page document deserve careful consideration not only by state officials, but by stakeholders, many of whom are providing comments via your public hearings. The State of Connecticut will take this stakeholder feedback into account in preparing its own comments on the Tier 1 Draft EIS. Also, Governor Malloy has directed the Connecticut Office of Policy and Management (CT OPM), Connecticut Department of Transportation (CT DOT), Connecticut Department of Energy and Environmental Protection (CT DEEP), Connecticut Department of Housing (CT DOH) and Connecticut Department of Economic and Community Development (CT DECD) to submit a unified, comprehensive set of comments for the State of Connecticut.

Given the above, we respectfully request an additional 60 days to complete our review and vetting of the Tier 1 Draft EIS. The additional time will allow proper review of the extensive document and consideration of stakeholder feedback.

Thank you for considering this request. We look forward to receiving your timely response. Please feel free to call us with any questions.

Sincerely,

Benjamin Barnes
Secretary, CT OPM

James Redeker
Commissioner, CT DOT

cc: Senator Richard Blumenthal
Senator Christopher Murphy
Congressman John Larson
Congressman Joe Courtney
Congresswoman Rosa L. DeLauro
Congressman Jim Himes
Congresswomen Elizabeth Esty
Robert Klee, Commissioner, CT DEEP
Evonne Klein, Commissioner, CT DOH
Catherine Smith, Commissioner, CT DECD
Scott D. Jackson, CT OPM Undersecretary, Intergovernmental Policy Division

NEC DEIS Comments - RECORD #73 DETAIL

Status : [redacted]
Record Date : 12/15/2015
First Name : M
Last Name : Barr
Stakeholder Comments/Issues :

Subject: PANYNJ

Congress gave Port Authority of NY NJ its power but no one is watching this dysfunctional agency ???
The Port Authority of receives federal funding grants for DOT 49 cfr part 40 for testing, training and education for PANYNJ . The PA are not in compliance with DOT and FTA drug and alcohol testing (49 CFR Part 40 and part 655) is a continued receipt of federal funds under Sections 5307, 5309, or 5311 but still receive MILLIONS? Annual compliance is required! Education and training program for all covered employees, for supervisors/company officials. WHY does the PA not in compliance but still receive federal funding? WHY??? Wouldn't the BILLIONS be better spent on GATEWAY TUNNELS or rail roads improvement. All federal agencies have turned a blind eye. Christie and Cuomo both said " they have no control over the PA" unless it's to place a childhood friend in a six figure job. The PA needs federal monitoring..... We have a court case involving DOT, lack of due process and Denied a legal defenseit's an excellent read! The PA' s federal funding should be taken away!! BILLIONS that can go towards MTA or NYNJ taxpayers???
Thank you for your time,

Mjmax227@[redacted]

Sent from my iPad

Okay. Did you want to make a statement?

MS. BARRENO: Yes.

THE MODERATOR: Thank you for your patience.

MS. BARRENO: Hi. My name is Nancy Barreno, B-a-r-r-e-n-o.

I live in Westbury and while I'm not very knowledgeable about this whole thing, I do want to say that, you know, perhaps, you should let more people know about this meeting. I happened to find out about it because I was doing clippings and I only saw it Long Island Wins.

I also don't know a lot about the third rail but I know it was knocked down a couple of years ago.

I'm very gung ho for this. I find that when we have, you know, when we have to go to Connecticut, you have to go all the way out to the end of the Island, hop a ferry and the only other way is through -- all the way around, you know, but definitely when you do do these projects, like many people have said, we do need to be vigilant about how we go about doing these projects.

But, you know, I hope everything comes out. But like I said, how do we keep in touch so that we know more about these projects, you know. That's all?

THE MODERATOR: Thank you.

Okay. Is there anyone else who would like to make a comment?

NEC DEIS Comments - RECORD #1409 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Kathleen

Last Name : Barrett

Stakeholder Comments/Issues :

Consideration must be to preserve our cities and towns and a balance must be made on cost vs. benefit. Alternative 1 does not appear to have taken into account these important aspects of the WDC to Boston rail improvement.

NEC DEIS Comments - RECORD #2808 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Anthony

Last Name : Barri

Stakeholder Comments/Issues :

I am vehemently opposed to the plan called " alternative 1" which calls for running new track through Old Lyme, Ct. Not only would this adversely impact several fine residential neighborhoods, but from what I've heard it would severely disrupt our business district. This would, no doubt, meet with uproarious disapproval by inhabitants of this town, if it threatened to become closer to reality.

NEC DEIS Comments - RECORD #151 DETAIL

Status : [redacted]
Record Date : 1/12/2016
First Name : Megan
Last Name : Barry
Stakeholder Comments/Issues :

Subject: PANYNJ

Sir,
Congress gave Port Authority of NY NJ its power but no one is watching this dysfunctional agency ???
The Port Authority of receives federal funding grants for DOT 49 cfr part 40 for testing, training and grants for PANYNJ . The PA are not in compliance with DOT and FTA drug and alcohol testing (49 CFR Part 40 and part 655) is a continued receipt of federal funds under Sections 5307, 5309, or 5311 but still receive MILLIONS? Annual compliance is required! Education and training program for all covered employees, for supervisors/company officials. WHY does the PA not in compliance but still receive federal funding? WHY??? Wouldn't the BILLIONS be better spent on GATEWAY TUNNELS or rail roads improvement. All federal agencies have turned a blind eye. Christie and Cuomo both said " they have no control over the PA" unless it's to place a childhood friend in a six figure job. The PA needs federal monitoring..... We have a court case involving DOT, lack of due process and PA, it's an excellent read! The PA' s federal funding should be taken away!! BILLIONS that can go towards MTA or NYNJ taxpayers??? Love to send case???
Thank you for your time,

Mjmax227@[redacted]
Sent from my iPad

NEC DEIS Comments - RECORD #67 DETAIL

Status : [redacted]
Record Date : 12/11/2015
First Name : Megan
Last Name : Barry
Stakeholder Comments/Issues :

Subject: PANYNJ

Congress gave Port Authority of NY NJ its power but no one is watching this dysfunctional agency ???
The Port Authority of receives federal funding grants for DOT 49 cfr part 40 for testing, training and grants for
PANYNJ . The PA are not in compliance with DOT and FTA drug and alcohol testing (49 CFR Part 40 and part
655) is a continued receipt of federal funds under Sections 5307, 5309, or 5311 but still receive MILLIONS?
Annual compliance is required! Education and training program for all covered employees, for
supervisors/company officials. WHY does the PA not in compliance but still receive federal funding? WHY???
Wouldn't the BILLIONS be better spent on GATEWAY TUNNELS or rail roads improvement. All federal
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involving DOT, lack of due process and PA, it's an excellent read! The PA' s federal funding should be taken
away!! BILLIONS that can go towards MTA or NYNJ taxpayers???
Thank you for your time,

Mjmax227@[redacted]

NEC DEIS Comments - RECORD #2118 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Henry
Last Name : Barsky
Stakeholder Comments/Issues :

I believe the proposed track should be re routed from the proposed plan.

NEC DEIS Comments - RECORD #2972 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Stephen

Last Name : Bartlett

Stakeholder Comments/Issues :

Terrible idea . Atrocious impact on Main Street ,historic district and marshes.

NEC DEIS Comments - RECORD #1960 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Thomas P.

Last Name : Bartolini

Stakeholder Comments/Issues :

To destroy or disrupt is simple. But for what reason? Will the result make or be an improvement to the future? What is the loss? Who will benefit? Is the decision based on monetary gains? What are the alternatives? Who are the losers? Do they have a voice? At what cost? Change in the name of progress is not a valid response. Who are tyhe gainers?

NEC DEIS Comments - RECORD #1964 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Thomas P
Last Name : Bartolini
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2886 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Sharon
Last Name : Barton
Stakeholder Comments/Issues :

please do not destroy our beautiful community of Old Lyme. We pay a lot to live here for the privacy and peaceful environment we have.

NEC DEIS Comments - RECORD #660 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Karen

Last Name : Bartone

Stakeholder Comments/Issues :

Stop the rail from going through the nature preserve, Lyme Academy College of Fine Arts and the Historic District of Old Lyme and Lyme. Find another solution for the rail.

NEC DEIS Comments - RECORD #2683 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Justin

Last Name : Bartosiewicz

Stakeholder Comments/Issues :

I do not think it is a good idea to build a tunnel underneath Long Island sound to Milford. There have been efforts to save the sound for years and I believe that this would be a step-back instead of a step forward in helping clean up the sound. It would disrupt the ecosystem and who knows how much pollution it would add to the environment.

NEC DEIS Comments - RECORD #3091 DETAIL

Status : [redacted]

Record Date : 2/29/2016

First Name : Charles

Last Name : Batts

Stakeholder Comments/Issues :

Please inform me of plans being considered for changes toe the Northeast corridor between Old Saybrook and New London.

Thanks,

Charles Batts

NEC DEIS Comments - RECORD #540 DETAIL

Status : [redacted]

Record Date : 2/4/2016

First Name : Daniel A.

Last Name : Baudouin

Stakeholder Comments/Issues :

Attached is a statement, regarding the Tier 1 Draft EIS, of The Providence Foundation and the Greater Providence Chamber of Commerce.

Thank you for the opportunity to comment. --Dan

Daniel A. Baudouin

Executive Director

The Providence Foundation

30 Exchange Terrace

Providence, RI 02903

401-521-3248

dbaudouin@provfoundation.com

Attachments : Statement_TPF and Chamber_2016 Feb.pdf (305 kb)

THE PROVIDENCE
FOUNDATION

GREATER
PROVIDENCE
CHAMBER OF
COMMERCE

STATEMENT

NORTHEAST CORRIDOR

The Providence Foundation and the Greater Providence Chamber of Commerce appreciate this opportunity to support the efforts of the Federal Rail Administration to improve and upgrade the Northeast Rail Corridor.

The Providence Foundation is a private sector, not-for-profit organization whose core purpose is *"to create an environment that is conducive to growth and sustained investment making Providence, particularly downtown, the premier mid-size city in the country."* The Foundation is supported by 140 leading companies and institutions.

The Greater Providence Chamber of Commerce is Rhode Island's leading chamber of commerce with over 1,500 business members.

The Foundation and the Chamber are in support of the following:

1. More frequent regional and Acela Amtrak service.
2. New dedicated tracks for true high-speed rail along the corridor. The high speed rail should serve downtown Providence, one of the busiest stations in the Northeast Corridor, with the new high speed rail service between Boston and New York. **Regardless of the selected alternative, Providence should be the major station that accommodates <u>all</u> high speed rail service between New York and Boston because of the high, growing demand in Providence.**
3. More reliable, frequent and faster commuter service between Providence and Boston.
4. Short-term improvements to improve and enhance tracks and service between Providence and Boston should be a priority.
5. Table 7, NEC Population Forecasts and Table 8, NEC employment forecasts seriously underestimate population and jobs for the Providence area. The 2014 Census states that the Providence MSA has a population of 1,300,000. If we were to include New Bedford area, the population is about 1,600,000. Combining Providence MSA and New Bedford follows the same principle as combining Hartford with Springfield on the tables; both cities are about 30 miles apart. Similarly, the jobs figure on Table 8 should be about 649,000 including New Bedford.
6. Unrestricted freight service along the corridor. In Rhode Island, there are 43 customers employing 5,700 people that use rail for freight services.
7. The expansion or possibly the construction of a new train station in downtown Providence to accommodate the expected significant increase in ridership in the next several decades. The new and expanded station should be an intermodal transportation center served by local buses, and interstate buses, and trolleys and bicycles.
8. The covering of the tracks from the existing station to Smith Street should be evaluated and incorporated. The covering of these tracks are part of the long standing Capital Center District Plan for which the train station is a part.

The downtown Providence station is Amtrak's 15th busiest nationwide and together with MBTA accommodates more than 1,000,000 travelers a year. This is partially due to the increase in the number of jobs, residences, hotels, universities, and commercial space within walking distances. As downtown continues to develop, train station usage will increase.

MR. BAER: Thank you very much. It's our pleasure to be here in Providence.

Is there anybody else who would like to speak? Is there anybody else who would like to speak who did not sign up?

I just ask you, again, to provide your name and who you're representing.

MR. BAUDOUIN: Dan Baudouin, Executive Director of the Providence Foundation. We're a not-for-profit group, supported by about 140 companies and institutions.

I am going to submit a detailed comment by January 30, but I did want to say one thing about the incremental approach that a couple of speakers have mentioned. I think that would really be a good strategy, particularly to make improvements between Providence and Boston.

I know there are some chokepoints there and some plans for other tracks, but anything that can improve the service between Providence and Boston -- I know now you have to kind of pull over in a commuter train every now and then to let the high-speed Amtrak go through. If we can kind of straighten that out and increase the service between Providence and Boston as an incremental step, I think that would be a great positive sign. But I will submit a more detailed comment.

Thank you.

MR. BAER: Anybody else like to speak that did not sign up? (No response)

Okay. Then at this point in time, if there are no other persons who wish to speak, I will close the hearing. You're invited to review the information at your convenience that's downstairs on the boards, which, again, provides a summary on the highlights of the information contained in the Tier 1 Draft EIS.

I just want to thank everybody again for coming out in this inclement weather and for your keen interest in the NEC Future. We encourage everybody to stay involved, submit comments in one method or another.

Again, you can still provide comments up to January 30th in written form or online or tonight with the stenographer, or again at six o'clock, we will have another hearing. You can also visit our website at www.necfuture.com, which we're constantly updating the website.

Thank you very much. We appreciate it. Thank you.

(Recess from 5:04 p.m. to 6:00 p.m.)

MR. BAER: Good evening. On behalf of the Federal Railroad Administration, the FRA, I would like to welcome you to the NEC Future Tier 1 Draft Environmental Impact Statement Public Hearing.

NEC DEIS Comments - RECORD #991 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : John

Last Name : Bauer

Stakeholder Comments/Issues :

This proposal will create tremendous congestion and disruption, during the many years it will be under construction. It will not bring businesses to CT, but will drive even more out. For those of us who live in East Lyme and Old Lyme, in the vicinity of I 95, our home values will be lowered along with our quality of life. Businesses are leaving CT due to anti-business policies, not traffic congestion. The current Amtrak lines are never over book, except during holidays. An additional rail line is not needed. You cannot sell the additional line as a high speed line. You tried that when you added the Acela trains, and we all know how that worked out. This proposal is another gov't fantasy. If you want to bring businesses to CT, look to the State Capitol to see the reasons why CT's business climate is so bad. Don't look at I 95 and the rail lines.

NEC DEIS Comments - RECORD #530 DETAIL

Status : [redacted]
Record Date : 2/3/2016
First Name : Kate
Last Name : Bauer
Stakeholder Comments/Issues :

To Whom it may concern

As a resident of Old Lyme CT, I'd like to point out that one of the charms of our small town is its historic section which your proposal seeks to demolish. Your construction plans will cut directly through the small area considered to be our town center.

Its interesting to me that with a town such as Old Lyme, where land and space is so valued by its residents that you would chose the 1/4 mile section where ALL of our businesses, grocery stores, small businesses, museums, and our one college of arts are located.

Please note that I am 100% against this new track line and hope that the rest of the town residents will be informed of these plans and given the opportunity to make sure this alternative does not come to fruition

Thank you

Kate Bauer
Resident of Old Lyme

NEC DEIS Comments - RECORD #363 DETAIL

Status : [redacted]
Record Date : 1/29/2016
First Name : Laura
Last Name : Bauer
Stakeholder Comments/Issues :

Additional and well publicized hearings are required before the FRA takes any action.

Clear explanations of where rail lines will run must be provided. The Tier 1 report is very vague on this point. Local government indicates that a portion of the newly proposed line will run right through the heart of my town, Garden City. If the intent of the new rail line is to prevent economic collapse or stagnation in the NEC, running a train line through a town's commercial corridor and destroying the quality of life in that town is counterproductive.

This suggestion brings to mind Robert Moses' destruction of South Bronx neighborhoods by his callous placement of highway through them without regard to how people would be separated from their neighbors, schools and services.

Respectfully submitted,
Laura Bauer

NEC DEIS Comments - RECORD #526 DETAIL

Status : [redacted]

Record Date : 2/3/2016

First Name : Mark

Last Name : Bauer

Stakeholder Comments/Issues :

This cannot happen and is a terrible idea. This will devastate many historical sites and natural preserves in CT and other areas. Please do not pursue this any longer.

NEC DEIS Comments - RECORD #728 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Tom
Last Name : Baummer
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,
Thomas Baummer
Mechanicsville, MD

NEC DEIS Comments - RECORD #2110 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Sandra
Last Name : Bausback-Aballo
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

As a parent of a student attending the university of New haven, I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

The Business Council
of Fairfield County

Strengthening Businesses. Strengthening Communities.

December 14, 2015

Rebecca Reyes-Alicea
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Draft EIS Alternatives 1-3

Dear Rebecca:

We have reviewed the Draft NEC Tier 1 EIS and have concerns regarding several of the options under consideration. In general, the descriptions of the alternatives lack sufficient detail in order to determine environmental, transportation, economic or visual impacts. Specifically:

- What is the specific alignment of the proposals? Will acquisition of right of way be required?
- Are the improvements within the existing rail right of way?
- Or are the improvements within the I-95 right of way?
- If the improvements are within the I-95 right of way, what impact will that have regarding state plans to widen sections of I-95?
- What is specifically meant by an aerial structure, embankment, trenches or tunnels? Several different types of structures are proposed in Connecticut. For example, where would an aerial structure be located near the Stamford Station?
- Why does the aerial structure in Alternative 2 terminate in Westport?

Proposals that by-pass Stamford and Norwalk (e.g. the northern route or tunnel under the Long Island Sound) undermine economic developments underway in those communities and do not appear to be consistent with the State Plan of Conservation and Development.

The Business Council of Fairfield County supports vastly improved travel times and speeds on the New Haven Line. The creation of a Connecticut High Speed Commuter Rail Transportation System linking Hartford to New Haven to Stamford to New York City in 30 minute travel time increments will be the backbone of Connecticut's 21st century economy.

We look forward to receiving further clarification on the NEC Tier 1 Alternatives and how they support a Connecticut High Speed Commuter Rail Transportation System.

Sincerely,

Joseph McGee
Vice President
Public Policy

NEC DEIS Comments - RECORD #1057 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Barbara

Last Name : Beal

Stakeholder Comments/Issues :

I would like to express my concern about the impact option 1 would cause for the town of Old Lyme. People come from all over the world to visit the Florence Griswold Museum and that route would definitely be a negative impact.

NEC DEIS Comments - RECORD #189 DETAIL

Status : Pending

Record Date : 1/16/2016

First Name : zoe

Last Name : beale

Stakeholder Comments/Issues :

The fastest idea is best, but, the tunnel areas should be reconsidered according to predicted sea level rise, already the tunnels to and from NYC should maybe be nixed and instead do bridges. the whole flooding thing really is an issue and failure here would be a colosal waste of time and money and set the United States up for an infrasrtucture failure. perhaps both tunnels and alternate bridges could be built, or over land around the major metros withhigh speed rail connectors? Anyway really think it through. Phill needs a buffer zone as it is a port city and security is an issue as well as derailments. I know really nothing, but these things come to mind. On the whole we must dvelop high speed rail not only for the corridor but for small outlying towns and cities so that the car culture will devolve. I look forward to the day when I feel safe riding my bike to the store. Eldellderly cant afford to gé hit by a car or by a robber,. Lets make the united states as safe as japan some how. thanks

NEC DEIS Comments - RECORD #1045 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Sherry
Last Name : Bearse
Stakeholder Comments/Issues :

To Whom It May Concern:

I am writing to express my concern and disagrement with the FRA's Alternative 1 Plan to run the high speed rail line through Old Lyme, CT. Old Lyme is a beautiful, historic and vibrant town. To run a high speed rail line through the center of town would destroy much of what makes Old Lyme a functioning community. Please do not implement the Alternative 1 Plan for the high speed rail line for the NEC.

Thank you for your consideration.

Sherry Bearse
Ridgefield, CT 06877

NEC DEIS Comments - RECORD #1491 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Martha

Last Name : Beaudoin

Stakeholder Comments/Issues :

This alternative is counter to the nature of this community. As the home of American Impressionism the beauty and aura of Old Lyme must be preserved.

NEC DEIS Comments - RECORD #1404 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Susan

Last Name : Beaudoin

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 which will negatively impact Old Lyme and the historic character of this wonderful town.

NEC DEIS Comments - RECORD #2428 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Kelly
Last Name : becerra
Stakeholder Comments/Issues :

I oppose alternative 1 as it will destroy the Lyme college of art of the university of new haven in old lyme.

A history of education excellence in a pristine landscape will be lost as well as the jobs of the teachers and staff.

Please do not do this!

NEC DEIS Comments - RECORD #1853 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Roland
Last Name : Becerra
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I sincerely oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #542 DETAIL

Status : [redacted]

Record Date : 2/4/2016

First Name : James

Last Name : Bechtel

Stakeholder Comments/Issues :

I strongly object to the proposed plan that would redirect the rail line over the Lieutenant River and through the Old Lyme Historic District.

Jim Bechtel
Old Lyme resident and Historic District Commission member

NEC DEIS Comments - RECORD #743 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Barbara
Last Name : Beck
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

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This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and

NEC DEIS Comments - RECORD #2813 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Carol
Last Name : Becker
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2764 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Ivan

Last Name : Becker

Stakeholder Comments/Issues :

I think the tunnel is a bad idea.

I'd prefer to see a more advanced rail system - using trains seen in other countries, such as Japan - where the trains are wrapped around the tracks and are far faster than those we have in CT.

We need faster commutes to NYC from CT. A two hour train ride from Danbury the Grand Central is just unacceptable in this day and age.

The trains are outdated, the railways are as well. Upgrade the existing and forget creating additional bridges and tunnels.

Try putting a train line right down the center of major highways - there's always room there.

NEC DEIS Comments - RECORD #2613 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Emily
Last Name : Bedard
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

I am an alumni of this school and I can say that this is a unique and valuable institution that should be treasured and not destroyed.

Thank you.

NEC DEIS Comments - RECORD #1257 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Judith
Last Name : Beers
Stakeholder Comments/Issues :

Please revise the plan to have the railroad destroy the Old Lyme historic district! A rail line is already existing and please use it!

Heritage is important even in this high speed age!

NEC DEIS Comments - RECORD #1475 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Cynthia
Last Name : Beglin
Stakeholder Comments/Issues :

I am completely against expanding Metro North's tracks through the middle of Old Lyme. The historic village will be ruined forever if this were to happen. The town is a haven for artists and artlovers with several small but famous museums and galleries. There is no place as lovely and bucolic between New York and Boston, and many people - locals and weekenders alike are shocked to hear of the plans under consideration. We are also concerned by lack of advance warning about the plan. This will negatively impact the livelihoods of so many local residents who derive their incomes from tourism. (See the article in The New York Post last summer about the a CT River Valley being the next "new Hamptons" and listing all the area attractions - many of which are in Old Lyme.) Ruining OL will not only destroy a colonial gem, but it will destroy the local economy of the whole area. Please reconsider what you are proposing.

NEC DEIS Comments - RECORD #562 DETAIL

Status : Action Completed

Record Date : 2/5/2016

First Name : Fred

Last Name : Behringer

Stakeholder Comments/Issues :

To whom it concerns:

Please add my name to those strongly opposed to the NEC Future Alternative 1 plan.

The proposed route would result in dramatic changes to the village of Old Lyme and irreparably change its character, including the destruction of many historical buildings. The citizens of Old Lyme have been consistent stewards of the historical and natural treasures of the town. There will be very unified and forceful opposition in Old Lyme to this plan.

In addition to the tremendous impact on Old Lyme, neighboring towns and the city of New London would be detrimentally affected by the proposed route.

As I read the "Tier 1 EIS Alternatives Report, August 2015" it appears the primary objective is to provide rapid rail service to the major population centers in the New England. It seems a rail line connecting New Haven, Hartford, Springfield and Worcester to New York and Boston would go a great way in meeting that objective. This is similar in many respects to Alternative 2. The existing rail lines could be maintained to service New London and Providence.

I do appreciate the complexity of planning for a project such as this and am supportive of mass transit. However, notice of these plans was not effectively publicized. The apparent total disregard for views of the South Eastern Connecticut towns in this matter is very disturbing. One gets the impression that whoever is in charge of this project is not interested in hearing from those who would be impacted.

I suggest any proposals be more carefully considered before any further decisions are made for such a costly and consequential undertaking.

Sincerely, Fred Behringer

NEC DEIS Comments - RECORD #2971 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : dennis
Last Name : Belanger
Stakeholder Comments/Issues :

RU nuts! No tunnel to Milford. Major impact on the environment and culture of the town

NEC DEIS Comments - RECORD #2322 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Halima
Last Name : Belemlih
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2404 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Kyrsten
Last Name : Belini
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #891 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : James Tyler
Last Name : Bell
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE:
Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

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Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,
James Tyler Bell
jtylerbell@[redacted]
California, Maryland

NEC DEIS Comments - RECORD #784 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Wendy

Last Name : Bell

Stakeholder Comments/Issues :

I feel that more trains should be added that one can upgrade from coach to either Business Class or add in a First Class, especially on the Regional Routes.

The next speaker is Curt Marden.

MR. MARDEN: Brad can go first, before me.

MS. SIEGEL: Okay. We're changing the order. So the next speaker is Brad Bellows.

Brad, just again, remember to introduce yourself and who you're affiliated with.

MR. BELLOWS: Thanks. So I'm Brad Bellows. I'm an architect in Cambridge. Curt and I are both on the board of the Association for Public Transportation. I hope Curt does speak, because he's quite knowledgeable, and I see John Hostage as well from APT.

I'm also on the Working Group for the North-South Rail Link with John and Governors Dukakis and Weld.

I won't try and duplicate everything John has said. I want to focus on three points about why unification of the commuter rail system in Boston is relevant for the Northeast Corridor.

The first reason is that it much more convincingly and in a long-term way provides the capacity and the operating efficiency that's needed at South Station. Adding stub-end tracks to a dysfunctional stub-end terminal buys you maybe a few years of extra capacity, but, in addition to being an incredible waste of money, it doesn't give you the scalability that is essential for an investment of the magnitude that you're talking about with the more ambitious high-speed rail plans, which we certainly all support and want to encourage.

The second reason is that obviously the Northeast Corridor, by stopping at Boston, leaves everyone north of Boston essentially disconnected and at a great economic disadvantage. I think it behooves us to continue the work of previous generations and extend this engine of prosperity to the entire East Coast. There are some significant growth centers north of Boston that could benefit greatly from that, and the project would also benefit from their support.

The third reason, and I think it's really by far the most important, is that if we're going to spend billions of dollars building this incredible and very necessary and long overdue world class transportation infrastructure, it's essential that every single stop along the way has to do everything in its power to maximize the delivery of passengers to that system. Because it's not just trains running on your tracks; it's the whole system as an integrated whole that counts, and we have to get people to it. We have to get rid of the impedances that keep them in their cars and making other choices. And that's how we really tap the benefit and improve the cost/benefit of a project like this.

So for Massachusetts to have hundreds of miles of commuter rail track that operate as two totally separate

systems means that everything on the north side can't even get to the Northeast Corridor service that you're running. Even if we assume it never extends through Boston, we still need to deliver passengers to it, and it would be incredibly irresponsible for this state to just say, Well, gee, bring us your great system, and we're not going to lift a finger to help people use it.

So I want to thank you for your presentation. It was admirably clear, lucid and succinct. If you're interested in learning more about the North-South Rail Link, we have just launched a website this week called northsouthraillink.org. And I thank you very much for your attention.

MS. SIEGEL: Thank you.

NEC DEIS Comments - RECORD #2470 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Charles

Last Name : Belmer, Jr.

Stakeholder Comments/Issues :

There are apparany other viable alternatives to running the proposed tracks throuhg Old Lyme and through a school campus, virtually destroying the campus and potentially the school. In addition the tracks will be running through valuable estuary areas and disturbing them. Finally Old Lyme is a unique and beautiful town, there is no reason to infringe upon that.

NEC DEIS Comments - RECORD #1975 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Merrill

Last Name : Belmer

Stakeholder Comments/Issues :

I oppose alternative 1 of the Northeast Corridor Futures proposal because it will destroy the site of Lyme Academy College of fine arts as part of the university of New Haven. This is the most beautiful piece of historic property and is where many famous artists were educated. It is a peaceful beautiful place. Please don't destroy it.

NEC DEIS Comments - RECORD #2370 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Noel

Last Name : Belton

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2270 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Juanita

Last Name : Benbow

Stakeholder Comments/Issues :

I oppose the Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven

NEC DEIS Comments - RECORD #1462 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Augusta

Last Name : Benjamin

Stakeholder Comments/Issues :

#2 sounds good to me - it accomplishes much of what is needed to improve transportation with a minimum to disruption.

NEC DEIS Comments - RECORD #269 DETAIL

Status : Action Completed

Record Date : 1/25/2016

First Name : Heather S.

Last Name : Bennett

Stakeholder Comments/Issues :

This is an appalling plan to reroute the railroad tracks and bridge from Old Saybrook through the middle of the historic village and residential neighborhoods of Old Lyme, CT.

Less that 15 years ago millions of dollars were spent to put up poles and electricity so that the Acela could run through this area of the Northeast corridor. It seems totally irresponsible and wasteful to declare this expense and "improvement" out of date.

NEC DEIS Comments - RECORD #1684 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Richard
Last Name : Bennett
Stakeholder Comments/Issues :

The village of Old Lyme is a unique preservation of time that should be protected as such. Alternative A, that as I understand it, would run through such an American treasure, does not seem to take this aspect of our culture in consideration and, as such, should scream for alternative options.

NEC DEIS Comments - RECORD #27 DETAIL

Status : [redacted]
Record Date : 11/24/2015
First Name : Rouvain M.
Last Name : Bension
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea,

Thank you for the notice of the NEC Future Tier 1 EIS and for the opportunity to comment.

Can the FRA conduct a study of ?DORADO? service ? Drive On, Ride And Drive Off? Three groups would be interested immediately: (1) business people who have to transport a carload or significant fraction thereof; (2) families, who might be willing to pay per car but not per person; (3) anyone who doesn?t want to battle highway congestion or weather. The EIS states (5-30 ¶1):

While the changes in connectivity related to public transit and intercity bus networks are not estimated within the No Action and Action Alternatives, the presence of services today and the estimated changes in Intercity and Regional rail within the Action Alternatives can be used to estimate the ease of integrating passenger rail services with other existing transportation services at each station.

Why can?t that integration be extended to ?DORADO?? The Chunnel Train (Britain ? France) is a good precedent, albeit a much simpler one. The environmental impact of removing cars from the highway will be amajor benefit, and since the NEC is electrified, it might offer an electric car charging service en route. Now the range of an electric car would not be merely the battery, but the NEC + battery.

DORADO service would, of course, have to be an Alternative 3 component. Would it be possible at least to fund a study with a view to a limited beta

service as a test? I am not a transportation professional, but if no one else will do it, I?ll take on the responsibility, since driving is not a favorite activity, to put it mildly. Probably the best test areas would be places like the Boston ? Sturbridge segment of the Massachusetts Turnpike, or the Philadelphia ? Harrisburg route, with the cooperation not only of Amtrak, but also the MBTA and SEPTA, respectively.

If this cannot be accommodated within the NEC Futures program, could you issue a separate BAA or can you recommend another opportunity (a Transit IDEA application for example)?

Thank you for your interest in my comments, and wishing you a happy Thanksgiving.

Rouvain M. Bension

[redacted]

Brighton, MA 02135-7504

[redacted]

Attachments : BensionRouvainM_Orginal.pdf (3 kb)

NEC DEIS Comments - RECORD #27 DETAIL

Status : [redacted]
Record Date : 11/24/2015
First Name : Rouvain M.
Last Name : Bension
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea,

Thank you for the notice of the NEC Future Tier 1 EIS and for the opportunity to comment.

Can the FRA conduct a study of ?DORADO? service ? Drive On, Ride And Drive Off? Three groups would be interested immediately: (1) business people who have to transport a carload or significant fraction thereof; (2) families, who might be willing to pay per car but not per person; (3) anyone who doesn?t want to battle highway congestion or weather. The EIS states (5-30 ¶1):

While the changes in connectivity related to public transit and intercity bus networks are not estimated within the No Action and Action Alternatives, the presence of services today and the estimated changes in Intercity and Regional rail within the Action Alternatives can be used to estimate the ease of integrating passenger rail services with other existing transportation services at each station.

Why can?t that integration be extended to ?DORADO?? The Chunnel Train (Britain ? France) is a good precedent, albeit a much simpler one. The environmental impact of removing cars from the highway will be amajor benefit, and since the NEC is electrified, it might offer an electric car charging service en route. Now the range of an electric car would not be merely the battery, but the NEC + battery.

DORADO service would, of course, have to be an Alternative 3 component. Would it be possible at least to fund a study with a view to a limited beta

service as a test? I am not a transportation professional, but if no one else will do it, I?ll take on the responsibility, since driving is not a favorite activity, to put it mildly. Probably the best test areas would be places like the Boston ? Sturbridge segment of the Massachusetts Turnpike, or the Philadelphia ? Harrisburg route, with the cooperation not only of Amtrak, but also the MBTA and SEPTA, respectively.

If this cannot be accommodated within the NEC Futures program, could you issue a separate BAA or can you recommend another opportunity (a Transit IDEA application for example)?

Thank you for your interest in my comments, and wishing you a happy Thanksgiving.

Rouvain M. Bension

[redacted]

Brighton, MA 02135-7504

[redacted]

NEC DEIS Comments - RECORD #688 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Kathleen M.
Last Name : Bentley
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Kathleen M. Bentley

NEC DEIS Comments - RECORD #2498 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

I am deeply concerned about the proposal rail line that would completely destroy a portion of the Patuxent Wildlife Refuge. The greater Washington, DC area is gradually losing much of what makes it so attractive: protected areas such as Patuxent Wildlife Refuge where local citizens can observe and learn about many species of birds, in particular those that are threatened. To destroy these pristine stream, wetland, riparian and forest habitats is unconscionable and unacceptable.

It is imperative this draft plan be changed in order to maintain this National Wildlife Refuge as it exists today. According to the laws that established the National Wildlife Refuges, these lands are not to be used for purposes other than conservation. If this draft plan is finalized as proposed, it would be a horrid precedent for what is so vitally important to our environment.

Back to the drawing board!!!

Sincerely,

Lyn C. Bentley

[redacted]

Silver Spring, MD 20904

NEC DEIS Comments - RECORD #1392 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Debra
Last Name : Bento
Stakeholder Comments/Issues :

My backyard backs up to the railroad. Trains go by at horrifying speeds as it is. I oppose this idea immensely. Please do not let this go through.

NEC DEIS Comments - RECORD #3014 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Diane
Last Name : Benyus
Stakeholder Comments/Issues :

Sent from my iPhone

Begin forwarded message:

> From: Barbara Johnson <barbarajohnson222@[redacted]
> Date: February 16, 2016 at 4:11:06 PM EST
> To: comment@necfuture.com
> Subject: Rail Plan impacting the Patuxent Wildlife Refuge
>
>
> Ms. Carol Braegelmann
> Office of Environmental Policy and Compliance
> 1849 C Street, NW-MS 2462-MIB
> Washington D.C. 20240
>
> RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA
>
> Dear Ms. Braegelmann:
>
> As the members of the Anne Arundel Bird Club (est.1954), we study, enjoy, respect and appreciate the wildlife protected by our National Wildlife Refuges. Members of our club frequently watch and count birds at the Patuxent Wildlife Refuge. We frequent the refuge as individuals and on organized field trips and bird counts. We deeply value it as a sanctuary, especially as we watch the regional habitat available to birds and other wildlife shrink at an alarming rate as human development and population encroaches. As citizen scientists, we are acutely aware that fragmentation of habitat drastically impacts the ability of wildlife to feed and reproduce.
>
> As citizens of Maryland and as lovers of our state's few remaining wild places, we write this letter in opposition to Alternate 3 in your rail plan.
>
> This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for

several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

> The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

> Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

> Our executive board and members ask you to protect one of the rare remaining safe places for birds and wildlife in our area.

> Sincerely,

> [redacted]
> Barbara K. Johnson,
> [redacted]

NEC DEIS Comments - RECORD #558 DETAIL

Status : Action Completed

Record Date : 2/5/2016

First Name : Jillian

Last Name : Berbari

Stakeholder Comments/Issues :

I beg of you, please do not destroy the beautiful town of Garden City by placing a train line down the historic street of Stewart Avenue. Our community is one of the gems of Long Island, not only in the athletic and academic achievements of the children that attend our schools, but more importantly in the culture of community support, friendliness, and neighborliness that I observe every single day. Please do not destroy our quiet close knit community by placing a high speed train down one of our main thoroughfares.

NEC DEIS Comments - RECORD #1170 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Bennett
Last Name : Bernblum
Stakeholder Comments/Issues :

Although I support strongly the modernization and improvement of rail service, and the development of high-speed rail, in the northeast corridor, this must be done in a way that minimizes harm to our existing environmental, historical and social assets. Alternative 1, calling for the construction of a new bridge over the Connecticut River in Old Lyme and new rail lines through the heart of this town, cannot pass this test. This plan would: (1) have substantial negative impact on the Connecticut River Estuary and the various species of wildlife now living in (and in some cases returning to) this area, from bald eagles to salmon; (2) literally destroy the business, historic and cultural center of Old Lyme; and (3) have enormous, adverse consequences for the entire residential community. There must be another way--a better way--to accomplish our railway transportation objectives.

NEC DEIS Comments - RECORD #2584 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Samuel S.
Last Name : Bergami Jr.
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."
Samuel S. Bergami Jr.
[redacted]
Milford, Ct. 06461

NEC DEIS Comments - RECORD #709 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Dorothy

Last Name : Bergfels

Stakeholder Comments/Issues :

we so desperately need better and More rail transportation. not just in the city areas but also in local services in upper eastern NY. the worst thing that ever happened was loosing the railroads to the rail trails.you sure can't walk from here to upper dutchess county or upstate NY

NEC DEIS Comments - RECORD #1085 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Daniel

Last Name : Berglund

Stakeholder Comments/Issues :

Unbelievable, nobody rides the existing train so you decide to spend billions on new tracks through our historic residential town. NO WAY!

NEC DEIS Comments - RECORD #2445 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Rudolf

Last Name : Bergmans

Stakeholder Comments/Issues :

I oppose alternative 1 of the Northeast Corridor proposal. It will destroy the Lyme Art Academy, College of Fine Arts and have a major negative impact on the University of New Haven.

NEC DEIS Comments - RECORD #1353 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Ruud

Last Name : Bergmans

Stakeholder Comments/Issues :

A railroad through the heart of one of Connecticut's most beautiful and authentic towns, home of American Impressionism and major art center, would not only destroy the town, but would crush the already low real estate values and overall economic viability of the area. The Tier 1 draft is unacceptable.

NEC DEIS Comments - RECORD #491 DETAIL

Status : [redacted]
Record Date : 2/2/2016
First Name : Sharon and Carl W.
Last Name : Bergquist
Stakeholder Comments/Issues :

Our vote is no on option #1.
It seems the people in Washington who would decide which route and what town should be destroyed in order to make way for the "cheapest" rail solution have never been to Old Lyme, CT. Not only do we have trains already traveling through the edges of our community we, also, have the noise that these trains emit 24/7.
Anyone who knows Old Lyme is aware of its historic contribution to the art world--home of the American Impressionist Movement, home of one of the only "classic" art colleges in the US, home of the Florence Griswold Museum and home of the oldest continuing art associations in the US. Old Lyme is one of the very few "picture postcard" towns left in CT with many early American homes and one of the best known churches in the state. The costs "lost" to our historic town in terms of housing values and tourism have to be added to the economic considerations being measured. Quality of life, once it's gone, can not be replicated or counted in dollars.
It's inconceivable to imagine a decision to wipe out this wonderful town when the train could follow close to the current path or go north of Old Lyme. To endure this scale of sacrifice seems justified for the convenience of people just passing through.

MR. BERKA: Good afternoon, everyone. Thank you for letting me speak here tonight.

My name is George Berka. I'm not affiliated with anyone, I'm just a private person, and I wanted to share with you some comments that I think are pretty important and that we ought to consider before going forward with this.

The first one is to consider establishing electric freight trains along with passenger freight.

I think you have a golden opportunity here to reduce carbon emissions, to get a significant amount of trucks off the road, and to shift the fuel source for our transportation from fossil fuels to electric power.

If we do that, I think this can really go a long way to help with climate change and global warming and to reduce carbon emissions.

And along with that, I would recommend having an electric truck train, so to speak, that will allow tractor-trailers to be put directly on the railcars and transported from Boston all the way to Washington, D.C., with the truckers, and they can get off at different stops as they need to.

And this, the benefit of this will be obviously to free up highway congestion and to, again, allow the trucks to be moved electrically instead of via fossil fuels.

That's my number one point.

And my number two point is to seriously consider having all the electricity for the trains come from nuclear power. And the reason I say that is going forward, I think we need to get away from fossil fuels, and nuclear power is realistically the only option to deliver the quantity of electricity that we need with essentially no carbon emissions.

And before I wrap up, along with that, I would suggest actually donating money to some of the power plants in need that are in danger of closing so they can be around tomorrow when we need them.

And this may sound like it's off topic, but it really isn't. I mean, in the last three years we've had about five nuclear plants close because they are not able to compete with low natural gas prices. And it actually doesn't take very much money to keep some of these plants online.

One, for example, was Kewaunee in Wisconsin, which would have only needed three million a month to remain open. And that may sound like a lot of money, but it really isn't when we're talking about an entire plant.

And if you were to do this, it would ensure that these plants remain open until market conditions improve for them and until we are able to — the new trains are able to utilize some of their power.

And this would be the perfect marriage of low — a low carbon form of transportation and a low carbon form of electricity generation. If we were

to combine the two together, it would be the ultimate low carbon transportation system.

So that's one thing I would seriously consider doing.

Here's something I prepared for you. More information can be had online at insideevs.com. It's —— there's an article I wrote about electric freight trains and the benefits. I wrote it about two years ago, actually, but it's very relevant to today's topic.

So anyone who would like, feel free to go on there and do a search and it will —— it will come right up.

Again, thank you for giving me the opportunity to speak.

THE MODERATOR: Thank you very much, George. That was very interesting. Okay. We'll make sure everyone gets that.

Is there anybody else who'd like to speak?

Okay. George; right?

MR. BERKA: Yes.

THE MODERATOR: Okay, George.

MR. BERKA: Hello, again. Everyone, I just wanted to provide one more comment that I didn't get to last time, and that this would be a good option for short haul routes under 40 miles with small trains of, say, under — under four cars.

And examples of such routes are up in Connecticut, one line that connects Bridgeport to Waterbury, Connecticut, and there are a couple of others I think that connect Stamford to Danbury and one other one.

And a good way to electrify these without having to build overhead wires would be with a battery-powered locomotive. And that could actually be pretty simple to do.

It would only take about 2,000 batteries to provide the mode of power for such a locomotive, and they could be put on a flatbed car behind the locomotive, and when the train gets to a destination, the car could be disconnected and recharged and replaced with a fresh car for the return trip. And this way that could offer a quick turnaround.

And this could be a much cheaper way to electrify these spur lines than actually stringing up wires.

And as far as the battery chemistry that I would recommend, I would not use lead acid car batteries because they don't last long enough. The cycle life on those is only a couple years.

And I would not use lithium batteries because they're still too expensive.

But I would use flooded NiCad batteries which are — they're made by Saft over in France. They are pretty rare in this country, but they're used extensively in France and they have a very long cycle life. I would say over 3,000 cycles, which could give you 10 years of use.

And about 2,000 of these batteries would cost about a million — around a million dollars, which is not an expensive way to electrify a small train like that on a spur line.

So that's what I wanted to mention, and that would be one thing to consider as far as electrifying, you know, short — short haul spur lines.

Thank you.

NEC DEIS Comments - RECORD #1586 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name : Frank
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Frank Bernadzikowski

NEC DEIS Comments - RECORD #3010 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Adele

Last Name : Bernstein

Stakeholder Comments/Issues :

I do not live in Old Lyme, and while I think a fast track rail line is a great idea, it should not now, not ever, go through the middle of a school - in fact, the middle of a town which is so rich in Connecticut history. The planners need to go back to the drawing board and find a route that will not impact a school or a town or the people living there. You need to preserve Old Lyme.

NEC DEIS Comments - RECORD #1047 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Bill & Bonnie

Last Name : Berry

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

I am writing this letter in strong opposition to Alternate 3 in your rail plan. The ecologically significant Patuxent Wildlife Refuge would be irreparably harmed if Alternate 3 is chosen causing major destruction of valuable habitat for diverse species of animals and plants.

If Alternate 3 were chosen, it would destroy valuable, contiguous wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources. Chopping off 60 acres of the Patuxent Wildlife Refuge would damage the ecological integrity of the largest remaining forest block in central Maryland. Critical habitat for several declining bird species, including the Eastern whip-poor-will and wood thrush, among others, would be destroyed if Alternate 3 were chosen negating the key purpose of the refuge. The Patuxent refuge was established as part of the Migratory Bird Conservation Act to more effectively meet U.S. treaty obligations for the perpetual preservation of birds.

Please choose an alternate that does not disturb an internationally important, ecologically sensitive, critical habitat area. Please make the choice to protect the Patuxent Wildlife Refuge, when considering alternative to improving rail transportation in the North East Corridor.

Sincerely,

William O. Berry, Ph.D.
Independent Science Consultant

NEC DEIS Comments - RECORD #595 DETAIL

Status : [redacted]

Record Date : 2/8/2016

First Name : Jeff

Last Name : Berry

Stakeholder Comments/Issues :

To whom it may concern, my name is Jeffrey Berry and I was born and raised in old Lyme Connecticut. It's been the place I've known and loved for 21 years now. I'm currently enlisted in the United States Marine Corps and leaving my little town was one of the hardest things I ever had to do. Every time I get lucky enough to come home on leave, I see new things being added to my town and it breaks my heart. From small street signs, to the new DUNKIN donuts recently put in, it's just not right. Old Lyme represents so much history in Connecticut and watching it be modernized is one of the worst things I could imagine seeing while I am away. I am begging, from the bottom of my heart, for you to reconsider running a high speed rail through my quiet little town. I understand the necessity but I do not understand the desire to go through our historic district and marsh lands. I'm not sure who will read this or how much of an impact it will have on the overall decision but all I ask is that you please do not disturb my quiet little town.

NEC DEIS Comments - RECORD #2676 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Katharine & Charles
Last Name : Berry
Stakeholder Comments/Issues :

We can't imagine a more unwise decision! Who in his or her right mind would disrupt a healthy community at such a huge cost to gain a few minutes. Utter nonsense. To achieve high speed service will require a radical solution.

NEC DEIS Comments - RECORD #1574 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Loretta
Last Name : Berry
Stakeholder Comments/Issues :

I totally appose the construction of the new rail line thru the Old Lyme Historical District. It is a treasure and should not change. Loretta Berry, Essex CT

Sent from Windows Mail

NEC DEIS Comments - RECORD #528 DETAIL

Status : [redacted]

Record Date : 2/3/2016

First Name : Sarah

Last Name : Berry

Stakeholder Comments/Issues :

I love the idea of a rail line that connects Storrs, CT with the rest of New England. I lived in Boston and commuted to the University of Connecticut for years--this would have been so helpful to me and so many of my colleagues. And I know students at UConn would love this transportation option to Boston and NYC.

NEC DEIS Comments - RECORD #2240 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Christine
Last Name : Berthet
Stakeholder Comments/Issues :

Per Manhattan Community Board letter to Joseph H. Boardman, President Amtrack, dated May 15, 2015, We are disappointed that the EIS does not contemplate one option and does not include an impact study, both priorities for Manhattan CB4 and crucial for a strategic long-term regional transportation network

Option • Direct Access to the East Side/East Side subway lines for West of the Hudson River commuters: Even with creative mitigations, the Penn Station accessed west side subway system (particularly the E train, which goes to the east side from Penn Station) will likely be saturated beyond existing subway lines with the projected Gateway Program growth. Enabling direct commuter lines from New Jersey to the east side will enable more options and thus easier rail commute and avoid oversaturating the subway system;
?
Study • We encourage Amtrak to ensure the EIS for the future Gateway phases include the affects a 50% increase in commuters will have on the surrounding mass transit systems - both below (from Penn Station) and above ground subway platforms, entrances/exits, surrounding bus lines, 6th through 9th Avenue sidewalks and street usage and bicycle (include bicycle lanes), pedestrian and vehicular traffic will all be affected.
This impact, particularly related to subways, will need to take in account the cumulative effects of plans to increase by 35% the capacity of the Port Authority Bus Terminal, which shares subway lines and 8th Avenue to disgorge its commuters and should include examining building new subway tunnels for projected substantial impacted lines such as the A, C and, as mentioned above, E trains. It should also examine the requirements for increased 8th Avenue sidewalk capacity and its effect on the number of traffic lanes.

NEC DEIS Comments - RECORD #610 DETAIL

Status : [redacted]

Record Date : 2/8/2016

First Name : Maryjane

Last Name : Bertolini

Stakeholder Comments/Issues :

Our little town of Old LYme could not possibly sustain
the kinds of changes being talked about in this plan. I am totally agaist it. Thank you

NEC DEIS Comments - RECORD #252 DETAIL

Status : [redacted]

Record Date : 1/24/2016

First Name : Maryjane

Last Name : Bertolini

Stakeholder Comments/Issues :

violently against a new rail going through our small business center in Old Lyme CT.. Please keep me informed.

NEC DEIS Comments - RECORD #2393 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Stephen

Last Name : Bessette

Stakeholder Comments/Issues :

Attached are my comments related to the NEC train future as it relates to The impact in Stonington.

Stephen Bessette

Attachments : Stephen Bessette.pdf (496 kb)

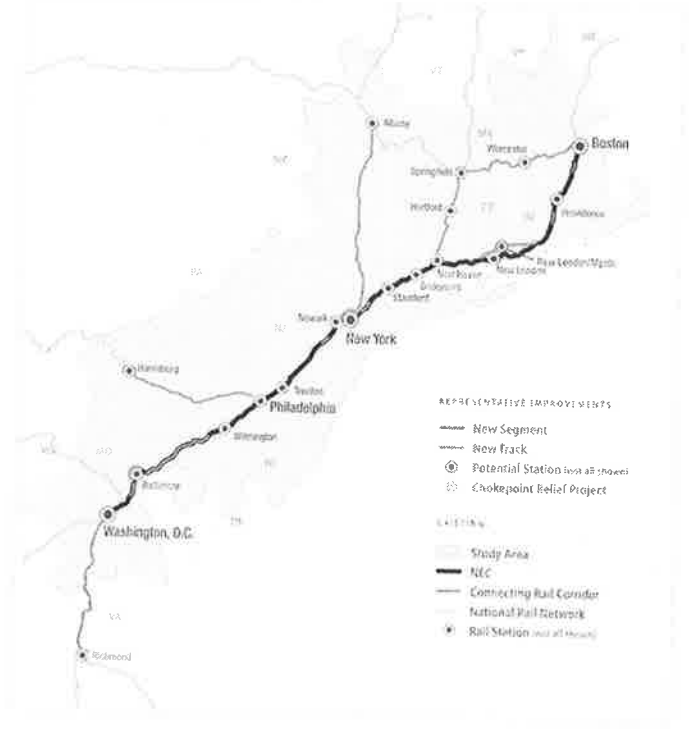
Stephen Bessette
16 Mystic Hill Road
Mystic, CT 06355
stephenbessette@gmail.com

February 15, 2016

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Dear Commission Members,

I would like to focus my comments on the area under consideration that is noted on the map below that extends from Groton, CT to Kingston, Rhode Island.

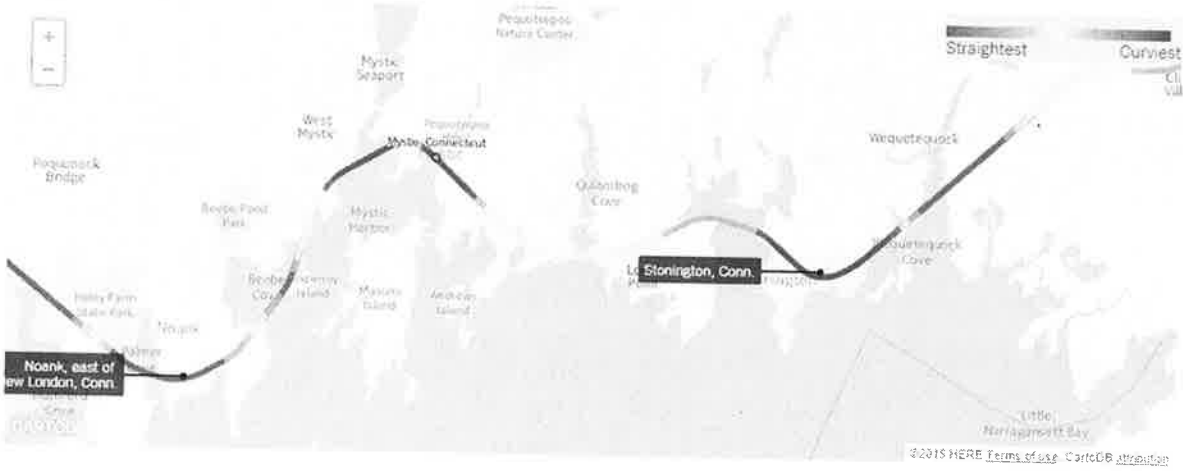


The Town of Stonington has had a long history with the railroad. Starting in 1837, Stonington was the transfer point for steamship passengers from New York to Boston. Ships would sail from Pier 33 in NYC to Stonington and passengers would then transfer to waiting trains to Boston. This was due in part because of the cost of creating a rail line along the coast was greater than the cost of using steamships. As technology improved and the rail line was completed between Stonington and New York, the steamships went away.

Stonington continued to be a central location on the rail map. One of the most famous rail passengers to stop off in Stonington was a young California Congressman Richard Nixon. The Stonington train station was removed in the early 1970's and with the overhead electrification, it became another town along the way.

As for the NEC Future proposals.
One of the options is under consideration follows Interstate I-95 and run approximately 30-40 miles in somewhat of a straight line. If this path is adopted, it should be done in concert with the expansion of I-95 as well as they would both be impacted and improved.

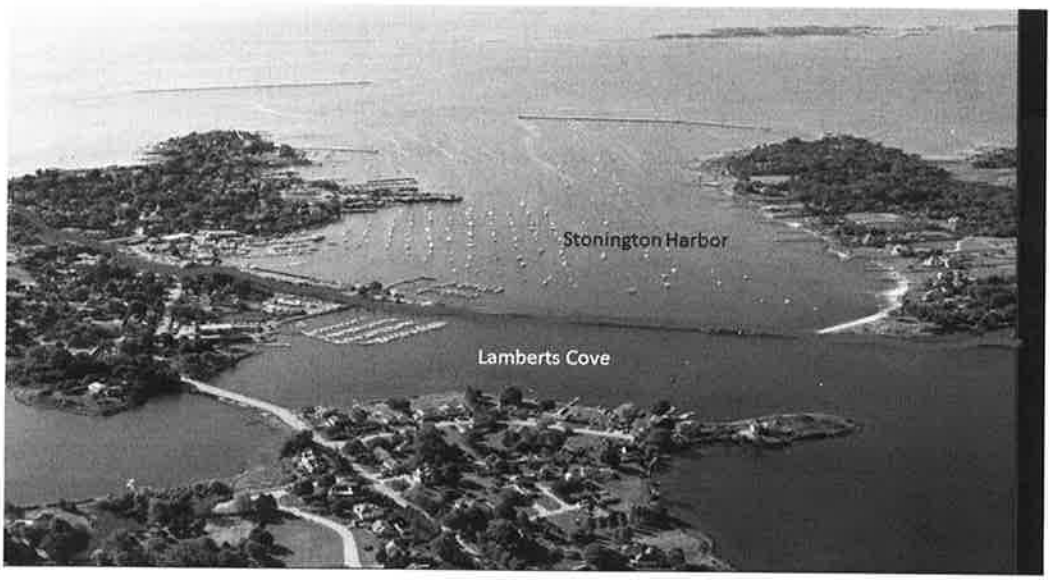
If money was free, I do feel that the elimination of the rail line from the Thames River to Kingston Rhode Island along the shore would have many positive impacts. The first would be the elimination of over 10 miles of rail lines that have been built that are causing serious environmental impacts due to the rail line structure. It is estimated that trains that travel from New London to Kingston Rhode Island make 3 complete circles if you added up the number of twists and turns between these points.



http://www.theday.com/local/20151111/wequetequock-cove-becomes-lesson-for-avery-point-students

In 2014 report published by CUSH, document degraded conditions in the Mystic River, Pequotsepos Cove and Wequetequock Cove, as well as good water quality in Stonington Harbor and Sandy Point. While all of these areas are not directly related to the rail ine, they are all impacted by having a rail line run through them. I have posted two photos that show how and where the railbeds bicets two of the harbors in question (Photos: Clay Burkalter).

Over the last six years, CUSH volunteers have had the water tested in these harbors by the University of Rhode Island and have found that high nitrogen levels and low dissolved oxygen levels are proven to be harmful to the aquatic life. In their annual report they state: "Over the last six years Wequetequock Cove, a picturesque narrow inlet on the western end of Little Narragansett Bay, has the poorest water quality of all the sites monitored. It's the most degraded estuary we monitor." "Like other areas of Little Narragansett Bay, the cove is being choked with nuisance algae, cladophora, that proliferates as nitrogen-rich nutrients from fertilizers and storm runoff pour in unchecked from lawns, fields and pavement." Again there are many factors that play a part in this, however one of the largest is the biceting of the harbor by the railbed line.



(if you lay the top photo the right of the bottom photo and conenct the red line, you will see how the rail bed impacts the Town of Stonington and its Coves).

I realize that the moving of the rail line will cause the loss of the Downtown Mystic Train Station and the station in Westerly RI. However there is a location in the northern secition of both towns that could accommodate new stations and the potential development that may follow.

I encourage you to explore looking at moving the rail line from the coast to a parallel path along I-95 between Groton CT and Kingston RI.

Stephen Bessette

NEC DEIS Comments - RECORD #1479 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Florence

Last Name : Betten

Stakeholder Comments/Issues :

I cannot think of a worse way to try to improve the NEC than to build this flyway through bucolic Old Lyme. I am not a resident of this town but I am a user of the rail system. Nevertheless, I would strongly object to to this plan.

NEC DEIS Comments - RECORD #2521 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Debra

Last Name : Bettley

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2092 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Phyllis

Last Name : Bevington

Stakeholder Comments/Issues :

I oppose Alternative #1 of the North East Corridor Futures Proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2714 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : William
Last Name : Biagioni
Stakeholder Comments/Issues :

A tunnel under Milford harbor is a horrible idea, and will be met with tremendous opposition form the Milford community! Without more information, it just doesn't seem feasible without wrecking havoc on the harbor and the community, Also, the end of Milford harbor is a historical district, how could you possibly dig a tunnel there without destroying Milford"s history, I am a sixty year resident and it is just wrong, Please, there has to be a better idea!

NEC DEIS Comments - RECORD #1780 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Bianca

Last Name :

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven

NEC DEIS Comments - RECORD #2923 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Tammy

Last Name : Bick

Stakeholder Comments/Issues :

really, we're once again going to eminent domain property for corporations for people who don't have 10-15 minutes in their life to relax and take in the sights? And who gets to absorb the costs in the end, certainly not Amtrak and we all know the prices will be outrageous and unridable for normal people, Once again being irresponsible and catering to corporate America

NEC DEIS Comments - RECORD #1104 DETAIL

Status : Pending
Record Date : 2/12/2016
First Name : Diane
Last Name : Bielski
Stakeholder Comments/Issues :

Please consider how devastating the loss of historic buildings, our town center, and the cultural area that would be affected should you continue to proceed with the current mapping of the relocation of the rail line through Old Lyme. There must be another route you can use to improve the rail service along the coast. We are all in favor of progress but not at the cost of the environmental, historic and cultural impact this current proposed route would be.

NEC DEIS Comments - RECORD #1118 DETAIL

Status : Pending
Record Date : 2/12/2016
First Name : Stanley
Last Name : Bielski
Stakeholder Comments/Issues :

It would substantially alter the character of our historic community in a negative way. Not to mention an adverse environmental impact.

Failure to inform our legislators or communities about the proposal is sufficient grounds to look at the entire process with a jaundiced eye.

NEC DEIS Comments - RECORD #1797 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : David

Last Name : Bienia

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2075 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Patricia
Last Name : Bieniewicz
Stakeholder Comments/Issues :

Alternative 1 of the three high-speed railtrack routes proposed by the Federal Railroad Authority (FRA) in their Northeast Corridor (NEC) Future plan is a horror,
an ill conceived idea with no regard for the historical nature of a beautiful town, its waterways, wetlands, ponds and most of all its people.
Government agencies come up with these plans, consulting no one , getting no local input and expect what result? Applause? What will be gained by such a venture? Total disruption, homes wiped out and a town drastically changed for what? Think again.
Go back to your drawing boards and reassess this
plan. Choose another alternative, please.

NEC DEIS Comments - RECORD #1841 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Cynthia

Last Name : Bigelow

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1446 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Joy
Last Name : Biggart
Stakeholder Comments/Issues :

As usual, the details are missing in the brochure. How many communities, homes, businesses and schools will be destroyed and devalued in each of the three options? How can you expect ANYONE living in the NEC to support this without that information! The economic viability of the region is only as good as the communities which support it.

NEC DEIS Comments - RECORD #1449 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Joy
Last Name : Biggart
Stakeholder Comments/Issues :

As usual, the details are missing in the brochure. How many communities, homes, businesses and schools will be destroyed and devalued in each of the three options? How can you expect ANYONE living in the NEC to support this without that information! The economic viability of the region is only as good as the communities which support it.

NEC DEIS Comments - RECORD #3009 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Christopher
Last Name : Billiau
Stakeholder Comments/Issues :

I am all for the new train bridge and nec plan in old Lyme Connecticut

NEC DEIS Comments - RECORD #1864 DETAIL

Status :

Record Date : [redacted]

First Name : 2/15/2016

Last Name : Patty

Stakeholder Comments/Issues : Bilotto

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I believe these plans are unacceptable as they would destroy the campus community, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. Other plans make more sense.

NEC DEIS Comments - RECORD #2190 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Preetham

Last Name : Bilumane

Stakeholder Comments/Issues :

Please refrain from running train tracks or building train station in or around the Old Lyme college/university. It's important to preserve and conserve environment for our children and for future.

NEC DEIS Comments - RECORD #1288 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : David

Last Name : Bingham

Stakeholder Comments/Issues :

I applaud your efforts. Though a proponent of rail, "high speed " rail through southeastern CT is not an option because of the terrain and geology, with significant environmental and social impacts to gain only a small degree of increased velocity. This option should be a non-starter.

NEC DEIS Comments - RECORD #1326 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Lucretia
Last Name : Bingham
Stakeholder Comments/Issues :

This would eviscerate the heart of a flourishing and historically important art community

NEC DEIS Comments - RECORD #561 DETAIL

Status : Action Completed

Record Date : 2/5/2016

First Name : Russell

Last Name : Bingham

Stakeholder Comments/Issues :

The rail line should not go through the heart of town in Old Lyme, Ct. There's plenty of room elsewhere.

NEC DEIS Comments - RECORD #519 DETAIL

Status : [redacted]
Record Date : 2/3/2016
First Name : Russell
Last Name : Bingham
Stakeholder Comments/Issues :

Please don't allow the proposed new railroad go through the heart of Old Lyme. It should not be a destructive process to such a historical community. There are plenty of open spaces nearby.

NEC DEIS Comments - RECORD #1407 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Russell

Last Name : Bingham

Stakeholder Comments/Issues :

Take Alrernative 1 off the table. Save beautiful and historical Old Lyme.

NEC DEIS Comments - RECORD #1335 DETAIL

Status :

Record Date : [redacted]

First Name : 2/14/2016

Last Name : Regina

Stakeholder Comments/Issues : Birdsell

This option to go through Old Lyme Historical District should not even be considered.
Do not let this happen.

NEC DEIS Comments - RECORD #791 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : William

Last Name : Birdsell

Stakeholder Comments/Issues :

I can not imagine you even remotely considering running a train line through the middle of an old, established New Engand town. Not the outskirts, but through the actual center of our town. Horrible !!! What about the towns inhabitants? Property values? Ruining a great old town !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! Go away. Besides, you've never even made a profit. Without subsidies you wouldn't even exist. GO AWAY

NEC DEIS Comments - RECORD #2801 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : David

Last Name : Birdsey

Stakeholder Comments/Issues :

I oppose this plan. The natural diversity review is incomplete. Without a complete review the options cannot be considered.

NEC DEIS Comments - RECORD #2557 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : cristina
Last Name : birkic
Stakeholder Comments/Issues :

I am utterly opposed to this rerouting of the railroad. It will destroy the wonderful culture and lifestyle of Old Lyme,an historic American town.

NEC DEIS Comments - RECORD #1424 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Cristina

Last Name : Birkic

Stakeholder Comments/Issues :

Remove alternative one grimy he conversation!

NEC DEIS Comments - RECORD #2078 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : David

Last Name : Birkic

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, several cherished art treasures and severally devalue real estate properties.

NEC DEIS Comments - RECORD #1199 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : David
Last Name : Birkic
Stakeholder Comments/Issues :

I have heard that this project would cur through the heart of Old Lyme Connecticiut, eliminating some of this cities most beloved, historic icons. This kind of project not only disrupts the public enjoyment of this city, but seriously devalue real estate in an area that is already struggling. If this is true, shame on you for suggesting such a plan. I also heard that the Old Lyme Selectman was not aware of this ridiculous proposal until late in its introduction.

Totally illogic, it will cost billions of dollars to reduce travel time by how much. 30 to 40 minutes. I will continue to fight this proposal.

NEC DEIS Comments - RECORD #737 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : John

Last Name : Bjerke

Stakeholder Comments/Issues :

I oppose the proposal to run a rail line through the Patuxent Refuge. The Refuge is a designated Important Bird Area and the site of much important wildlife research. The rail line would be detrimental to this research.

John Bjerke

[redacted]

Rockville MD 20855

Sent from my iPhone

NEC DEIS Comments - RECORD #1321 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Michelle

Last Name : Bjorkman

Stakeholder Comments/Issues :

This would be a terrible impact on the residence of Old Lyme as well as the historical value and charm of a quaint New England town. Other options need to be presented! Maintaining and enhancing the existing rail system should be s viable option not disrupting the lives of Old Lyme residents!

NEC DEIS Comments - RECORD #2678 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Peter

Last Name : Black

Stakeholder Comments/Issues :

How about putting meaningful maps of where new rail would go on your website? New Rochelle to Westport is very expensive real estate. Where, exactly would rails be built? Just read you want to destroy Old Saybrook for new rails. Use inland route: NYC to Danbury to Hartford to Boston.

NEC DEIS Comments - RECORD #78 DETAIL

Status : [redacted]
Record Date : 12/18/2015
First Name : Peter
Last Name : Black
Stakeholder Comments/Issues :

I frequently see the Acela sauntering through my town. The coast route is not suitable for high speed rail. Due to high land costs, the need for bridges, and environmental impact on marshes, I don't think it can be upgraded. Best to move the Acela inland to Danbury/Watbury/Hartford/Worchester, on purpose built rails. This would free up the coastal route for more commuter trains. I do not, however, understand the need for a cross Sound tunnel. There is little demand now for cross Sound travel. This seems absurdly expensive. If one must tunnel, better to make a more direct route out of NYC, eliminating the Queens detour.

NEC DEIS Comments - RECORD #2466 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Dennis

Last Name : Blader

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I understand that the proposed Alternative 1 of the Northeast Corridor Futures proposal is designed to be built through or alongside of the campus of Lyme Academy College of Fine Arts of the University of New Haven. Doing so would displace or destroy the campus, it's buildings, and portions of the historic area of the town. This decision and its impact to the college, the community, the historic architectural beauty, and the maintenance of wildlife areas is unacceptable. Annihilating the Fine Arts Campus which the University of New Haven purchased just two years ago is not in the best interests of the community nor of the educational setting which has become an integral part of the University and it's community. Destroying such a campus would have a devastating impact on the UNH community. I urge you to consider other alternatives and not to proceed with Alternative 1.

NEC DEIS Comments - RECORD #1763 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Marie
Last Name : Blair
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2896 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Chandler

Last Name : Blake

Stakeholder Comments/Issues :

Hello,

I am a business person who commutes weekly to Boston with a home in Old Lyme and Essex, CT. Public transportation on the shoreline is important to me as a commuter and as a resident. I appreciate the interest in improving our railways but am concerned about the impact on the shoreline towns (specifically Old Lyme) with Alternative 1. The shoreline towns and natural landscapes are an important part of our states heritage and current tourism draw. I recognize the advantage of the rail system improving but not at all costs. We need to preserve our history, the natural environment and work better with the communities to resolve all the barriers of making these improvements. Personally, I am opposed to Alternative 1 due to the impact on my home and the limited benefit to the state.

NEC DEIS Comments - RECORD #130 DETAIL

Status : Pending

Record Date : 1/11/2016

First Name : Lorraine

Last Name : Blakeney

Stakeholder Comments/Issues :

Hello FRA, I am concerned about the effect a new rail line will have on our parks, wildlife, natural vegetation, and current unfettered enjoyable use by the public. I am unable to attend the Public Hearing. Therefore, I am sending this comment for the record. I am a Naturalist, educated and certified by the Quality Parks Organization. Quality Parks provides a top-rated course of Naturalist education to Long Island adults. Professional instructors guide and teach us, using the Parks System as a natural classroom. Our mission is to protect our beloved and valuable wildlife, plants, and Eco-system, to promote awareness of our natural environment, and to preserve our Natural Heritage. I, as well as many other students and instructors, have reaped the many benefits (fellowship, health, knowledge, peace, advocacy, etc.) of exploring our natural parks. Please join us in protecting our natural treasures.

NEC DEIS Comments - RECORD #2544 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Jennifer

Last Name : Blaskovich

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven and the surrounding area of Old Lyme.

NEC DEIS Comments - RECORD #2265 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Sherry

Last Name : Block

Stakeholder Comments/Issues :

The person who designed these options obviously has NO common sense. On examining them, and considering cost to usage ratios, they fall far short of the mark (that I expect they were aiming for.) The option that TOTALLY RUINS several shoreline towns in southeast Connecticut needs considerably more thought. Please reconsider these extremely flawed options.

NEC DEIS Comments - RECORD #501 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Tom and Jean

Last Name : Bloom

Stakeholder Comments/Issues :

This Alternative 1" option to the Tier 1 Draft Environmental Impact Statement for "Nec Future"would be a disaster for the Town Of Old Lyme,Ct.In my mind it would have severe economic implications for the town and would drastically affect property values.The Town of Old Lyme is one of the most quaint and historic towns in the State of Connecticut-proactive zoning laws and common sense development over the years have led to a beautifully laid out grid and this Alternative 1 Option would make a mockery of all these activities over the years.I`d be interested in seeing the draft/statement of work that was given to this outfit that produced these possible future lay outs surrounding railroad developments! Was cost even mentioned?Did this outfit have to provide cost estimates and how detailed for each of their "Options"??This Option 1 Proposal should be removed from these studies and if that doesn`t happen a public hearing should be held immediately!This Option 1 is totally unacceptable.

Tom and Jean Bloom

Old Lyme,Ct. 06371

NEC DEIS Comments - RECORD #1699 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Karen

Last Name : BLOUSTINE

Stakeholder Comments/Issues :

The entire idea of this high speech rail project is ludicrous. It would be a massive waste of money for a tiny improvement in the time required to get from Washington, D.C. to Boston. In addition Alternative 1 would destroy one of the areas jewels - the historic and arts district of Old Lyme. This area prides itself on preserving our history - why destroy a prime example of history that is being used today?

NEC DEIS Comments - RECORD #1650 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Frank

Last Name : Blume

Stakeholder Comments/Issues :

I would like to see a change from the current line. Particularly in the New London area.

NEC DEIS Comments - RECORD #2427 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Raleigh

Last Name : Boales

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1022 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : David
Last Name : Bocian
Stakeholder Comments/Issues :

I oppose to option 1. This option would destroy the heart of Old Lyme with virtually no up side

NEC DEIS Comments - RECORD #1008 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Rebecca

Last Name : Bocian

Stakeholder Comments/Issues :

I am the third generation of my family to live in Old Lyme and a direct descendent of Thomas Hooker, the founder of Connecticut, and I can literally feel their outrage at the idiocy of this plan! The impact this would have on one of Connecticut's remaining positive Attributes, not to mention the environmental impact is astronomical! I am also a teacher in this town who has watched many a former child from my class be impacted positively by the unique environment of this community. Many attending the very college which this train would tear down, and others becoming marine biologists or going in to environmental studies due to the beauty of their surroundings! Please do not do this.

NEC DEIS Comments - RECORD #2340 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Chris

Last Name : Bodor

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

As an alumni of the University of New Haven, I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #738 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Jane
Last Name : Bohlander
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street<x-apple-data-detectors://8>, NW-MS 2462-MIB
Washington D.C. 20240<x-apple-data-detectors://9>

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Jane Bohlander

Sent from my iPad

NEC DEIS Comments - RECORD #421 DETAIL

Status : [redacted]

Record Date : 1/30/2016

First Name : Susan

Last Name : Bombassei

Stakeholder Comments/Issues :

It's horrible that you think you can come in and destroy everything with out a care to the environment. You should not be allowed to go on. Keep out...

NEC DEIS Comments - RECORD #2799 DETAIL

Status : Action Completed
Record Date : 2/16/2016
First Name : Christine
Last Name : Bond
Stakeholder Comments/Issues :

PLEASE...re think the plan. Old Lyme is a nice quiet little town, a train thru the center of town, destroying homes and property is NOT the answer. look at what happened in New London with the Pfizer issue...oh it will be better they said, it will be beneficial they said, they took homes and property, destroying lives and memories...

NEC DEIS Comments - RECORD #1338 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Dorothy

Last Name : Bondarenko

Stakeholder Comments/Issues :

As a long time summer resident of Old Lyme, I very disappointed and concerned about the prospects of Alternative 1 and ask that you weigh the limited benefit of the improvement with the importance of maintaining the character of the town.

NEC DEIS Comments - RECORD #2094 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Thomas

Last Name : Bonfiglio

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2493 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Francis

Last Name : Bonomo

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2934 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Nick

Last Name : Bonomo

Stakeholder Comments/Issues :

Despite the potential reduction in carbon emissions, the uncertainties associated with Action Alternatives 2 and 3 present some significant negative impacts on wildlife, important habitats such as Important Bird Areas, wetlands, grasslands, and forest interior habitats. I recommend that Alternative 1, with proper design, and combined with an emphasis on completing the New Haven to Springfield commuter line, be selected as the preferred alternative. The negative impacts on important habitats for birds and other wildlife presented by Alternatives 2 and 3 are just too high of a price to pay for an as of yet undefined transportation dividend. And identifying Alternative 1 as a preferred scenario does not exclude the need for careful environmental review and the inevitable need for planning and design work that would avoid any environmental damage that presents a significant threat either on a temporary or permanent basis.

NEC DEIS Comments - RECORD #871 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Gregory

Last Name : Book

Stakeholder Comments/Issues :

The rail options that go through Hartford are ambitious but worth the investment. To be able to live in central CT, but work in Boston or NY would great and would help expand the economies of central CT.

NEC DEIS Comments - RECORD #1445 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Martha

Last Name : Borie Wood

Stakeholder Comments/Issues :

Do not let this happen!

NEC DEIS Comments - RECORD #1478 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Gilbert

Last Name : Boro

Stakeholder Comments/Issues :

I'm somewhat concerned regarding the short response time allowed. Will there be another public hearing not in the dead of winter so people with mobility problems can attend?

NEC DEIS Comments - RECORD #1715 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Rebecca

Last Name : Borton

Stakeholder Comments/Issues :

Expanding and improving the NEC rail corridor will be a boon for the region and the country and I am very supportive. However, please be mindful and inclusive of the communities along the expanded rail lines. Many places along the lines are dependent on charm as their main economic driver. It is imperative that their planning and zoning decision makers are included in the process to make sure the location and style of the new railroad facilities are appropriate for the local communities character. This is a wonderful opportunity to improve the region for the connectivity of the cities, the ease of commuters, and the access to regional tourism sites. The local communities are best positioned to make sure the places people love to visit and live are protected as well as shared.

NEC DEIS Comments - RECORD #1043 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Robert

Last Name : Bosco

Stakeholder Comments/Issues :

I want to add my support to those who have been actively opposing the proposal to reroute the rail line further inland through the town of Old Lyme (Alternative 1). Please seriously consider the negative impact that would have on the town and the environment. Thank you.

NEC DEIS Comments - RECORD #2658 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Eloise

Last Name : Bottinelli-Gada

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. It will also endanger the federally protected areas of the Connecticut River Estuary and completely ruin Old Lyme as a nationally recognized historic district. Other proposed alternatives make far more sense, such as one that would head north along I-91 to Hartford and then on to Providence and Boston, providing much-needed train access to inland areas.

NEC DEIS Comments - RECORD #2699 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Harvey
Last Name : Botzman
Stakeholder Comments/Issues :

Administrator
NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004
Ref.: Tier 1 Draft NEC Environmental Impact Statement Comments
These comments have been prepared by Harvey Botzman on behalf of the New York Bicycling Coalition. Contact information: Harvey Botzman, cyclotour@cyclotour.com, voice: 585 244-6157, 160 Harvard Street, Rochester, New York 14607-3174. Mr. Botzman is a Director of the New York Bicycling Coalition. He is listed on the Coalition's Board of Director page http://nybc.net/staff-group/board/ and he has a profile on LinkedIn. Mr. Botzman is preparing comments in regard to the Lake Shore Limited, Empire Service, Maple Leaf, Adirondack, and Ethan Allen trains operated by Amtrak in New York State. Only the Lake Shore Limited is fully financed by Amtrak. The other trains are primarily financed by the New York State Department of Transportation.
I. Statistics & Demographics
A. References:
1. League of American Bicyclists. Where We Ride: Analysis of Bicycle Commuting in American Cities. Washington DC: League of American Bicyclists. 2015. http://www.bikeleague.org/commutingdata
2. United States Census Bureau, American Community Survey, 2014. Washington DC: United States Census Bureau. 2015. https://www.census.gov/programs-surveys/acs/news/data-releases/2014.html
B. Since the Northeast Corridor Draft Tier 1 Environmental Impact Statement is concerned with the future of rail passenger trains and travelers it is surprising that this Draft does not include any mention of the demographic change of in cities along the Corridor. It also fails to include the change in the type of transportation used to complete the "last mile" between a NEC rail station and where the person is ultimately coming from or going to, be it a work location, home, school, government entity, attraction, or lodging.
C. According to the United States Census Bureau's Community Survey Data Reports an increasing number as well as a greater percentage of 20-35 year old and 55+ year old demographic groups are opting to not own or regularly use an automobile. It is estimated that in several cities within the Northeast Corridor routes 30% or more of the population do not even have a driver's license. This segment of the population in the NEC's area have opted to use public transportation, municipal buses, light rail, subway, long distance buses, and Amtrak's trains as their primary transportation modes.
D. More importantly an increasing number and percentage of the NEC's population are opting to use a bicycle as their means of transportation for the "last mile" of their commute to work and school; perform every day errands (utilitarian bicycling); visiting friends and relatives.
E. Amtrak has recognized this change in transportation modes by establishing, with the Adventure Cycling Association, the Amtrak/Adventure Cycling Association Bicycle Task Force. The Task Force is charged with helping Amtrak improve its bicycle carriage service.
F. One initial statistic to be taken into account by the Draft Tier 1 NEC EIS is the overwhelming support for

unboxed bicycle carriage service on the Capital Limited train from Washington DC to Pittsburgh PA after the introduction of using bicycle racks on this train in September, 2015. The demand for unboxed bicycle carriage service on the Capital Limited mirrors Amtrak's experience with such bicycle carriage on its Cascades trains. Although the Capital Limited does only operates

II. Current Situation: Unboxed Bicycle Carriage on NEC Trains

A. Bicyclists prefer to use their own bicycles when touring & traveling outside of their home area. Although bike share services do have a place in the transportation mix, most bicyclists traveling on business or pleasure find that upon alighting from a long distance train or plane it is faster, less expensive, and easier to go from the train (airplane) terminal to their lodging by bicycle than by taxi, municipal bus, light rail, or private automobile. This is consistently proved each year in various cities during "bike week" when bicyclists obeying all traffic rules compete against other forms of surface transportation to go from point A to point B.

B. Bicyclists traveling to bicycle events within the NEC and wanting to not use a private automobile to get to the starting point are particularly hampered by the lack of unboxed or even boxed bicycle carriage services within the NEC. Of the 240 major bicycling events listed on the New York Bicycling Coalition/Cyclotour Guide Books "New York State Major Bicycling Events Calendar" 15% are in the New York City NEC region as defined in this Draft EIS. More than 133,000 bicyclists participated in these 36 events. Assuming only 10% of the 133,000 participating bicyclists wanted to travel to these 36 New York City events without use of an automobile this represents a large virtually untapped market for Amtrak's NEC rail service. These figures do not include New York State bicycling events taking place entirely in Long Island counties outside of New York City or in the northern suburbs of New York City. The problem is the difficulty of transporting a bicycle and a bicyclist between New York City (and to a greater extent the other approximately 200 bicycling events in New York State) and other urban areas along Amtrak's Northeast Corridor's service area.

C. No Northeast Regional or Acela trains have the facilities for carriage of bicycles. Only a limited number of long distance Amtrak trains along the route of the Northeast Corridor have facilities for the carriage of bicycles, boxed or unboxed.

III. Improvements to make Bicycle Carriage on Northeast Corridor Regional & Acela Trains a Viable Service

A. Although bicycle carriage service is sometimes termed "Unboxed Bicycle Carriage Service;" "Boxed Bicycle Carriage Service;" "Roll-On/Roll Off Bicycle Service" or "RO/RO Bicycle Service" we will use Amtrak's definitions of transporting a bicycle: "Walk-On Bicycle Service," "Walk-Up Bicycle Service," and boxing a bike.

B. Northeast Corridor Regional and Acela Trains

1. Amtrak Walk-On Bicycle Service: Without baggage cars on either Northeast Regional or Acela Trains bicycle carriage can be effected by modifying the passenger train cars with a small amount of dedicated bicycle space using:

a. bicycle racks to hang bicycles

b. bicycle tie down points to place bicycles along the walls of a passenger car (this form of bicycle carriage is generally used on commuter trains.

c. Definition (from the Amtrak web site): Walk-On Bicycle Service: Passengers utilizing the walk-on bicycle service, where bikes are carried on select trains by the passenger and stored in designated areas, must be able to fully handle their bicycle, and be able to lift their bicycle to shoulder height. Passengers are responsible for stowage and security of bicycles.

2. Amtrak Walk-Up Checked Bicycle Service: This bicycle carriage service is only available if a baggage car is used on a train.

a. Definition (from the Amtrak web site): Passengers utilizing the walk-up bicycle service, where bikes are transported on select trains in racks in the baggage car, must be able to lift their bicycle to shoulder height so

Amtrak personnel may store and secure them in the bike racks.
b. Applies to long distance trains connecting NEC cities: the Vermonter, the Cardinal, Carolinian, Piedmont, Crescent, Keystone, Silver Service, and Palmetto.
c. Not all of these long distance trains have been or will be equipped with baggage cars containing bike racks.
d. These long distance trains have a much more limited schedule (1 train per day in each direction) than NEC Regional or Acela trains.
e. If the train is equipped with a baggage car with bike racks then there are a limited number (7 or 8) bike racks in the baggage car.
f. If all the baggage car bike racks are reserved then the bicyclist must box the bike to transport it by Amtrak in the NEC.
1) Partial disassembly of the bicycle is necessary to fit it into a bicycle box 3. "Boxing a Bike" is the least preferable & most hindering conditions for transporting a bicycle on an Amtrak train
2) The departing Amtrak station has to have bicycle boxes in stock or the bicyclist has to make or obtain a bicycle box from another source & transport the empty or filled box to the Amtrak station.
3) Both the departing and arriving Amtrak stations must have checked baggage car service for the bicycle to be on loaded & off loaded.
g. The passenger fares on these long distance trains are more expensive than on the Northeast Regional trains.
h. All of these conditions limit Amtrak being able to increase its revenue by meeting the needs of the increasing number bicyclists wanting travel with their bicycles.
1) Evidence of this increase in the number of bicycle wanting to tour & travel with their bicycles is the demographic changes in housing; use of a bicycle for commuting; and decrease in the number of regular users of automobiles within the urban areas served by Northeast Corridor trains.
3. Capacity
a. Adequate bicycle carriage capacity is required to exceed a "minimum capacity" threshold
b. Special capacity should be added to the NEC to allow for group excursion service.
c. Maximum capacity bicycle carriage: baggage cars with high bicycle carriage capacity for use by bicycle tour companies on a charter basis.
d. Addition of baggage cars with high bicycle carriage capacity for transporting bicyclists and bicycles to a bicycling event with a significant number bicycling participants.
e. Walk-On Bicycle Service is to be available on all trains throughout the day.
IV. Station Improvements to facilitate bicycle carriage within the NEC
A. Reduction of Barriers
1. Bike Ramps on staircases for rolling bicycles up or down staircases
2. .Platform Level loading at all stations serviced by NEC trains.
a. Platform level embarking/alighting facilitates Walk-On and Roll-On Bicycle Service
b. Platform level loading embarking/alighting decreases the passenger load times
3. Elevators both for disabled individuals and bicyclists
B. Access to Stations
1. Multi-Modal access for bikes, municipal buses typically have bike racks
2. Local bicycle maps with bike routes bike routes posted in NEC stations
3. Last mile connectivity; include. Transport to car pool, stations etc., bike share, and ride share
4. Bike stations with a pump and minor tools in each NEC station
C. Bicycle Parking

1. Secure Bike Parking at all NEC stations, rational, bike parking is less expensive than auto parking
2. Secure bike storage for long trips at from originating station.
a. Secure bike parking Depots, such as built in partnership between New Jersey Bike & Walk Coalition and Montclair Township, http://www.njbwc.org/bikedepot/
b. Installation of paid bike parking lockers, (e. g. https://www.bikelink.org) such used at facilities on the west coast and in Winooski VT

V. Right of Way
A. NEC Bridges
1. Must include bicycle and pedestrian access when they are reconstructed or built new.
B. Grade Crossings
1. Improve grade crossings with better pads and smoother areas for bicyclists
2. Increased safety markings to delineate train grade crossings to prevent accidents.
C. Rail-Trail
1. Develop a system of trails parallel or within NEC rights of way.
2. Encourage states and municipalities to create multi-use trails leading to NEC stations
3. Encourage states and municipalities to build or create protected bike lanes leading to NEC stations
4. Provide matching funds or outright grants for the development of trails parallel or within NEC rights of way.
VI. Marketing
A. Amtrak is to actively market its "Walk-On" or "Walk-Up" Bicycle Service on NEC Regional, Acela, and long distance trains.
1. Amtrak shall produce a video as well as paper brochures detailing how to reserve space, load and unload the bike racks or other bicycle carriage facilities in passenger cars or baggage cars on its NEC Regional, Acela, and long distance trains.
2. These marketing materials shall include information about fees (not necessarily quoting a dollar figure), bicyclist's responsibility, and Amtrak/NEC operator's liability.
a. Amtrak is to arrange with an insurance company for optional bicycle carriage insurance.
B. Amtrak is to provide adequate funds to statewide bicycle advocacy organizations to market Amtrak/NEC's bicycle carriage and bicycle parking facilities to the bicycle advocacy organizations' members & to the general public.

NEC DEIS Comments - RECORD #1090 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Joan M.
Last Name : Bouchard
Stakeholder Comments/Issues :

Whether or not to adopt the Alternative #1 should be a cooperative decision, reflecting the opinions of the local authorities and residents in the towns affected. and after gathering information about the impact the rail line would have on those communities. Thank you for taking my views on this subject into account in making your decision.

NEC DEIS Comments - RECORD #1377 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Tara

Last Name : Bouchard

Stakeholder Comments/Issues :

Don't destroy CT history for a train - the price is too high

NEC DEIS Comments - RECORD #1616 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Robert

Last Name : Bourdon

Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a citizen of Maryland, a member of the Maryland Ornithological Society, and a lover of our state's few remaining wild places, I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1936 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes.

Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Robert Bourdon

NEC DEIS Comments - RECORD #2846 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Amy

Last Name : Bourget

Stakeholder Comments/Issues :

We really need a stop in western ma. with the casino coming in, having a stop in Palmer would be amazing! It would also make it so much easier for people from here to get to Boston for day trips and for people from Boston to come explore western ma!

NEC DEIS Comments - RECORD #839 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Loree

Last Name : Bourgoin

Stakeholder Comments/Issues :

I oppose the proposal to run the rail through protected environmental areas of the CT River Estuary and through the historic district of Old Lyme. The ecological, cultural and educational value of this area should be preserved. Developments to our mass transit should take consideration of actual improvements to all including the established pass-through areas. The option to run through the rt 91 & 84 coordinator provides more value to improve mass transit! Preservation and Improvement Please! Do not destroy Old Lyme's historical legacy and protected environmental areas!

NEC DEIS Comments - RECORD #1647 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Carey

Last Name : Bourque

Stakeholder Comments/Issues :

I strongly oppose the plan to expand railway tracks through the town of Old Lyme. It will run right through the historic section and aesthetically ruin our town.

NEC DEIS Comments - RECORD #458 DETAIL

Status : [redacted]
Record Date : 2/1/2016
First Name : David
Last Name : Bourque
Stakeholder Comments/Issues :

January 30, 2016

David Bourque

Old Lyme, CT

I would like to comment on the NEC Future Tier 1 Draft EIS generally and Alternate 1 specifically. I live in Old Lyme, CT and our town's community space, the buildings and their associated history which is so much a part of our identity, would cease to exist under the proposed Alternate 1. Looking at the various proposals (http://www.necfuture.com/alternatives/alternatives_comparison.aspx), I am surprised at what little impact Alternate 1 has on ridership and the NorthEast rail system as a whole. If the commission is seeking improvement, make it a generational improvement in the rail system. Consider nothing less than the level of benefit that an Alternate 3 provides. Those of us along the shore who have had the railroads as our neighbor for our entire lives can feed into the upgraded system using the existing railways. If this impacts individuals negatively with respect to commute time, moving closer to the upgraded system can be a decision made on a case-by-case basis.

Alternate 1 provides for minimal overall improvement at the cost of several shoreline towns that already struggle with the congestion that I-95 creates. Old Lyme, CT suffers the worst under Alternate 1 and the cost to benefit for ridership is unjustified.

Regards,

David Bourque

NEC DEIS Comments - RECORD #520 DETAIL

Status : [redacted]

Record Date : 2/3/2016

First Name : Danielle

Last Name : Bousquet

Stakeholder Comments/Issues :

Having a line that goes through Storrs would be fantastic! Needing to drive to Hartford or New Haven to get to the train involves either getting a ride, finding a bus, or leaving your car behind. None of these options is ideal, and it has been one of the major barriers in getting people to sign up for conferences in this area as well as for me to travel to other conferences.

NEC DEIS Comments - RECORD #894 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Dana

Last Name : Bowers

Stakeholder Comments/Issues :

Has any thought been given to a route via the "Air" Line that ran Northeast from New Haven, CT, through Middletown and on to Boston? This was a fairly straight route in it's day.

NEC DEIS Comments - RECORD #1038 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Doe

Last Name : Boyle

Stakeholder Comments/Issues :

Dear NEC Future:

Although I am generally in support of this transformational transportation project, I am compelled today to say that I strongly object to the proposed plan to run the rail system through the heart of one of New England's loveliest and culturally and historically important towns: OLD LYME, CT. As you may know, Old Lyme is a very important national art site, internationally notable as one of the two most important birthplaces of American Impressionism. The rail system would destroy not only the charm of this nearly pristine small town but would also destroy the living remnants of the art colony that flourished there earlier in the 20th century and still exists today in the 21st century in the form of the Florence Griswold Museum, the Lyme Art Association, and the wonderful Lyme Academy of Fine Arts, all within or just yards away from the proposed tracks. It would also threaten the landscape and natural woodland and marine and estuary environment that has been named by the Nature Conservancy as one of the Last Great Places on earth. I strongly urge you to reconsider the plan for the route, with sensitivity to the history, the environment, and the continuity of this cherished culturally iconic homeplace of national significance.

NEC DEIS Comments - RECORD #1678 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Roxanne
Last Name : Boyle
Stakeholder Comments/Issues :

Dear Ms Braegelmann,
I am horrified to learn that another wildlife area might be sacrificed for misplaced development. I speak of the NEC line proposal to grab lands from the Patuxent Wildlife Refuge. What a horror. This protected space now contains the largest mid-Maryland forest preserve which is a critical breeding habitat. Once destroyed, identical complex ecosystems cannot be recreated elsewhere with bulldozers and developers' dollars.
The Patuxent Research Refuge is the only National Wildlife Refuge in the USA supporting wildlife research. Ongoing research should be honored and commitments
to preserve wildlife habitat must be upheld.
This unique park is treasured by residents of surrounding counties, Anne Arundel and Prince George's. Patuxent has been honored with visiting presidents and is the frequent site for school trips and Scout troop activities. Where are our children to learn about wildlife and nature when it is disappearing so fast around them? Where are our birds to breed and feed? Where can the water flow free of pollutants, where can the forests grow? Please note that large tracts of refuge space are required to maintain habitat. Woodlands are so parsed and decimated in this region that many species are struggling to exist at all.
Of course, the refuge is partly within Prince George's County where we regularly see "preserved" green spaces converted to schools or other public "needs." How many woodlands have been destroyed to create yet more empty economically-struggling shopping malls with empty stores? It never seems to matter in Prince George's County. It looks like Open Season to those of us who live here and care. Those doing the planning and reaping the profits typically reside in better protected communities with abundant preserved parklands. Why is this county the sacrificial lamb of this metropolitan area? The polices which consistently pick on Prince Georges for unattractive development must be reexamined. More, the commitment to honor wildlife preserves must be upheld. The wildlife cannot keep relocating; intact forests and streams are necessary for their preserved health.
Please do not allow this preserve to be sacrificed. It is essential as a bird and forest preserve, it is vital as a research center with ongoing programs, and it is a human resource beloved by many. Anne Arundel and Prince George's County residents deserve a robust degree of protection for this unique wildlife refuge.
Thank you,

Roxanne Boyle
[redacted]
Adelphi, MD 20783
[redacted]

NEC DEIS Comments - RECORD #730 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Ched

Last Name : Bradley

Stakeholder Comments/Issues :

That a portion of the Patuxent NWR would be a corridor option for the proposed rail system is a travesty. Is this the best you can do?

Ched Bradley
Rockville, MD

NEC DEIS Comments - RECORD #2709 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Mary
Last Name : Brainard
Stakeholder Comments/Issues :

I am vehemently opposed to the Tier 1 Draft for the Northeast Corridor High Speed Rail for the following reasons: It will run through and destroy a very valuable Historic Artistic region in Connecticut, the area is already well served by rail and other public transportation and the high speed rail should route through Hartford which does not have direct service from NY, and finally, this route is a shorter distance to Boston than through the Shoreline. Thank you.

NEC DEIS Comments - RECORD #254 DETAIL

Status : Action Completed

Record Date : 1/24/2016

First Name : Wendy

Last Name : Brainerd

Stakeholder Comments/Issues :

To destroy an entire town,(listed on the National Registry of Historic Places) it's residential and commercial areas is unconscionable.

NEC DEIS Comments - RECORD #1502 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Ann

Last Name : Branchini

Stakeholder Comments/Issues :

I prefer Option3 since it allows for wholesale expansion and increased opportunity across the state of CT. Option 1 unfairly affects towns like Old Lyme, with only minimal improvement in transportation. More lost than gained in that plan

NEC DEIS Comments - RECORD #2463 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Peter
Last Name : Brassard
Stakeholder Comments/Issues :

Attached is a pdf of an addendum to previous comments I made for the NEC FUTURE Tier 1 Draft EIS, which had been sent on 2/7/16.

Attn: Rebecca Reyes-Alicea

Please confirm that you have received this email.

Thank you

-----Original Message-----
>From: Peter Brassard <peterbrassard@[redacted]
>Sent: Feb 7, 2016 3:16 PM
>To: comment@necfuture.com
>Subject: Tier 1 Draft EIS Comments
>
>Attached is a pdf of my comments for NEC Future Tier 1 Draft EIS, Attn: Rebecca Reyes-Alicea.
>
>Please confirm that you have received this email.
>
>Thank you.
>

Attachments : Brassard - Comment Addendum NEC FUTURE 2016.02.15.pdf (157 kb)

Peter Brassard
[redacted]

Cell: [redacted]
Email: peterbrassard@[redacted]
peter.brassard@[redacted]

February 15, 2016

NEC FUTURE
U.S. DOT Federal Railroad Administration
Attn: Rebecca Reyes-Alicea
One Bowling Green, Suite 429
New York, NY 10004
comment@necfuture.com

Dear Ms. Reyes-Alicea,

The following is an addendum to comments I made on February 7, 2016 for the Tier 1 Draft Environmental Impact Statement (DEIS) for NEC FUTURE.

Sincerely,

Peter Brassard

cc:
Brad Inman brad.inman@[redacted]
Ross Brennan ross.brennan@[redacted]
Peter LaFountain Peter.LaFountain@[redacted]
Steven Keenan steven_keenan@[redacted]
Dylan Handelsman dylan_handelsman@[redacted]
Tiana Ochoa tochoa@[redacted]
Barney Heath bheath@[redacted]
Allan Fung afung@[redacted]
Bruce Keiser bruce.keiser@[redacted]

The following comments are based in part on communications I had with Patrick Anderson a Providence Journal reporter, and with Ross Brennan, a transportation staffer for Congressman David Cicilline.

1. In January, Patrick Anderson informed me that he had contacted the FRA and when he asked about the population numbers used in the NEC FUTURE study, the FRA's response was that they

   "acknowledged they didn't use census figures, but Moody's "market projections" because they wanted to use future numbers [and that] it was up to Moody's what they included in each metro area."

   When he relayed this to me, it reminded me that a few years earlier at an NEC Future public hearing, that study staff members had mentioned that Moody's Analytics was being used instead of government agencies for data, because they wanted to be "more accurate."

   Why are Moody's numbers "future," if the FRA and NEC FUTURE are using Moody's current numbers as the basis for determining future projections?

   Why are Moody's figures more "accurate" than the U.S. government's?

   If true, leaving it up to Moody's to include what they wanted for each metro area, without input from the FRA or NEC FUTURE is at a minimum sloppy direction.

2. In a letter responding to questions I had raised that Ross Brennan received from the FRA, claimed that the numbers (the same population and employment figures that I had quoted in my February 7 comments), were

   "different due to the source quoted (Census data projections from 2014) and boundaries used to calculate the population and employment numbers. FRA's data (obtained on a county-level basis for the Study Area) is based on Moody's Analytics June 2013 "base" demographic forecasts. Moody's data uses actual Census data (not the same as census projections) to make projections. Moody's supplied three forecasts for the 2040 NEC population and employment projections based on this data: low, base (most likely), and high.

   In addition, the geographic boundaries FRA used are not the same as the Metropolitan Statistical Area (MSA) boundaries cited by the constituent. The boundaries in the Tier 1 Draft EIS were drawn based on markets served and do not match up specifically to the MSA boundaries. For purposes of our analysis, the Providence and Hartford metro areas were defined as indicated below:

   ***Providence** (all of Rhode Island): Providence County, RI, Bristol County, RI, Newport County, RI, Kent County, RI, Washington County, RI*

   ***Hartford** (also includes Springfield): Hampden County, MA, Hampshire County, MA, Hartford County, CT, Tolland County, CT, Northern half of Middlesex County, CT*

   ***New Bedford** (Bristol County, MA) is included in the Boston metro area"*

If Moody's "uses actual Census data," which is "not the same as census projections," the difference is miniscule.

Example:

1,055,173	Rhode Island population (2014 census projection)
1,052,931	Rhode Island population (2010 census)
3,252	Difference

If I had used 2010 census data instead of 2014 census projections, would the FRA representative who wrote to Mr. Brennan have said that 2010 census data was too old?

3. If the FRA's data is "obtained on a county-level basis for the Study Area" and the claim that Moody's is using "all of Rhode Island['s]" five counties to determine the Providence area population, where did the figure of 970,000 in the Alternatives Report come from, that misses 80,000 from Rhode Island's population?

   Was Newport County or somewhere else left out of Moody's calculation for Rhode Island?

   Why is it that "[t]he boundaries in the Tier 1 Draft EIS were drawn based on markets served and do not match up specifically to the MSA boundaries" and "New Bedford (Bristol County, MA) is included in the Boston metro area?"

   What are the assumptions and methodology that Moody's uses to define a "market served" and how do they determine what a metropolitan area is?

   Does Moody's usually define "market's served" the same in other studies, as it has for the NEC FUTURE study?

   Does the population figures that Moody's provided to the FRA, for the other metropolitan areas along the NEC between Washington DC and Boston match US Government population data for MSA or CSA regions?

5. To Mr. Brennan the FRA further stated that

   > *"Alternative 3 in the Tier 1 Draft EIS includes four representative route options for a second spine between New York and Boston. All four options – two for service between New York and Hartford and two for service between Hartford and Boston – have been objectively evaluated in the Tier 1 Draft EIS. Importantly, a second spine is intended to supplement the existing NEC, which would be brought to a state of good repair and expanded to accommodate 2040 demand. Thus, in any Alternative 3 route option the infrastructure and service on the existing NEC would be improved. Most importantly, FRA has not chosen a Preferred Alternative. The decision on the Preferred Alternative will be based on the findings presented in the Tier 1 Draft EIS, public and stakeholder comments, and FRA policy guidance."*

   How is it possible for the FRA to make an "objective" choice in selecting a "Preferred Alternative" if the data that's the basis of the study uses questionable population numbers that doesn't correlate with either established government or private sector definitions of metropolitan areas and how population is counted?

It's reasonable to suggest that "any Alternative 3 route option the infrastructure and service on the existing NEC would be improved," but if the federal government spends billions to construct a new second NEC route, there is no guarantee that Congress will approve funds to upgrade the existing NEC coastal route.

6. Whether Moody's, FRA, or NEC FUTURE wants to acknowledge U.S. census data or not, the Providence metropolitan area includes all of Rhode Island and Bristol County, MA, which has over 1.6-million people making it the second largest metropolitan are in New England.

   Rhode Island and Bristol County, MA are economically and culturally intertwined. People travel interstate daily to work, attend school, shop, deliver goods, provide services, and attend cultural events.

   Clearly Moody's has misrepresented or misinterpreted the Providence metropolitan area geographic boundaries and population.

   With the FRA response to Patrick Anderson with its claim that they didn't use census figures, contradicts with the response that Ross Brennan of Congressman Cicilline's office received from an FRA representative, who insisted that Moody's and the FRA used census figures instead of census projections.

If Moody's numbers stand uncorrected in the Tier 1 Draft EIS and the final EIS, this study and process will not be credible, because it will be based on inaccurate and untrue data.

Anyone who's ever worked on an EIS knows that data chosen are cherry-picked to support the proposal or preferred project. DEIS projections would look very different if census MSA or CSA data had been used. Even if there's pressure to finish the EIS quickly, President Obama won't be leaving office until January 2017, so there's time to verify and correct supporting data.

The Census and Bureau of Labor Statistics should be directed by the FRA to independently verify Moody's assumptions, methodology, and numbers for how they defined markets and metropolitan areas, before the Final EIS is competed and issued.

By the time any of the projects outlined in the DEIS are funded, many current government office holders likely will be out of office. What will remain is a document based on inaccuracy, which future leaders will base decisions on.

Any mistakes or wrong assumptions in data provided to the FRA and NEC FUTURE made by Moody's Analytics must either be corrected or replaced by U.S. government population and employment data. If not, this study and resulting EIS will be skewed and at best questionable.

NEC DEIS Comments - RECORD #596 DETAIL

Status : [redacted]

Record Date : 2/8/2016

First Name : Peter

Last Name : Brassard

Stakeholder Comments/Issues :

Attached is a pdf of my comments for NEC Future Tier 1 Draft EIS, Attn: Rebecca Reyes-Alicea.

Please confirm that you have received this email.

Thank you.

Attachments : 2016.0207 Comments.pdf (122 kb)

Peter Brassard
[redacted]
Email: peterbrassard@[redacted]

February 7, 2016

NEC FUTURE
U.S. DOT Federal Railroad Administration
Attn: Rebecca Reyes-Alicea
One Bowling Green, Suite 429
New York, NY 10004
comment@necfuture.com

Dear Ms. Reyes-Alicea,

The following are my comments for the Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS) for NEC FUTURE.

Sincerely,

Peter Brassard

My comments will primarily focus on the New York, Long Island, Northern New Jersey, and Southern New England regions of the Northeast Corridor (NEC).

1. A No-Action Alternative is not an acceptable option for the future of the NEC.

2. The absolute minimum two projects that should advocated for in the final EIS and built are two additional Trans-Hudson tunnels between New Jersey and Penn Station New York, along with an additional or a replacement Portal Bridge in Kearny, New Jersey.

   Without two new tunnels, if there were an infrastructure failure between New Jersey and New York, the Northeast rail corridor would cease to exist.

3. New Trans-Hudson tunnels should directly terminate at exiting Penn Station tracks and platforms levels, rather than constructing a separate new deep-cavern station, as was proposed with the ARC plan.

   Commuter trains from New Jersey and Long Island that use Penn Station should incorporate a through routing strategy to allow for better utilization and effectively increase capacity at Penn Station for intercity regional or high speed rail (HSR) service and better local commuter operations.

4. Alternative 3.2, the Long Island to New Haven to Hartford to Providence alignment should the top priority for a second HSR route between New York and Boston.

5. Population and employment data (and resulting projections) cited in the Tier 1 Draft EIS (DEIS) Alternatives Report (October 2015) for the southern New England region is inaccurate and inconsistent with actual US Census and Bureau of Labor Statistics data.

   At an early NEC Future public meeting, it was mentioned by study staff people that Moody's Analytics population and market data was being used instead of US government data. Moody's assumptions and methodologies for determining population and metropolitan area designations in the DEIS are not clear.

   U.S. Government census and employment data should replace Moody's data in the DEIS and final EIS.

6. The New Bedford region of the Providence area, as well as the Massachusetts cities and towns that border Rhode Island, and some of Rhode Island's population was left out of the Providence metropolitan area population count.

   Springfield, which is 30 miles from Hartford, is its own separate metropolitan region (a CSA) was added to the Hartford CSA in the DEIS, where as New Bedford, also 30 miles away but from Providence, which is generally included in the Providence MSA calculation, was left out.

   All missing communities of the Providence MSA should be added and reflected throughout the DEIS and final EIS.

Peter Brassard [redacted]

7. **The following incorrect data is shown in the DEIS - Alternatives Report (October 2015):**
   Table 7: Population Forecasts (page 37)
   Providence - 970,000
   Hartford -1,800,000 (includes the Springfield CSA)

   Table 8: NEC Employment Forecast (page 38)
   Providence - 426,000
   Hartford - 873,000

   The actual data from US Census (2014) for Population and Bureau of Labor Statistics (November 2015) for Employment Statistics shows:
   Population
   Providence MSA -1,609,000
   Hartford CSA -1,214,000
   Worcester MSA - 931,000
   Springfield CSA - 629,000,

   Employment
   Providence-Warwick RI-MA - 649,000
   Hartford CT - 590,400
   Springfield MA - 395,000
   Worcester MA - 329,000
   New Bedford MA - 78,000

8. The Providence metropolitan area is slightly larger than the Hartford area. The Springfield and Worcester metropolitan areas are considerably smaller than both Providence and Hartford.

   The set of population numbers in the DEIS Alternatives Report incorrectly implies that Providence is equivalent to Worcester instead of Hartford.

   If a Hartford to Worcester HSR alignment were created, the coastal NEC would effectively become secondary local tracks.

   It may be a coincidence, but series of diagrams on page 212 and 213 of the Alternatives Report illustrates NEC coastal route in southern New England labeled not as even intermediate tracks, but as "local tracks."

9. If large sums of money are spent on a new HSR Hartford-Worcester alignment, no matter what the EIS might outline, it's highly unlikely that much will be done to improve the NEC coastal route or to upgrade it to a proposed 160mph HSR service.

   There's a huge difference in the quality of service that an inland 220mph route would provide compared to a 160mph coastal route (even with assuming that upgrades are possible).

   A 220mph inland route that went through Providence would have similar advantages as a 220mph inland route through Worcester for speed train service between Boston and New York.

10. The most disconnected metropolitan regions located along the NEC and for that matter anywhere else within the Northeastern U.S. are Long Island, Hartford, and Providence.

Hartford and Providence have no rail connection and only marginal secondary highway access. Long Island Sound obstructs Long Island from the mainland.

The Long Island, Hartford, and Providence metropolitan regions have the largest combined population of over 6.5-million, as compared to any other groupings of metropolitan regions between New York City and Boston.

The greatest economic activity between New York and Boston occurs in the metro areas of Long Island, New Haven, Hartford, and Providence and these four regions are where HSR investment should be made.

Due to limited economic impact and lower potential ridership, as a result of smaller populations, a second NEC HSR alignment through Danbury and/or Worcester should be deemphasized or not recommended in the final EIS.

11. An additional pair of local or express tracks should be built between Providence to just south of Boston.

    If Alternative 2 or 3 are not selected, the proposed bypass from Old Saybrook to Kingston should be constructed, as well as, additional tracks south of Providence, in Westchester and Fairfield counties, and north-central New Jersey.

12. Even if rail infrastructure north of South Station Boston is technically beyond the scope of the NEC Future study and EIS, an exception for connecting South and North Stations should be considered and incorporated into the final EIS.

    There is no additional capacity at South Station Boston to accommodate both expanded intercity and commuter rail service. If through routing, particularly for commuter rail trains, is made possible by connecting the two stations, future intercity and commuter rail capacity could be accommodated.

    An alternate that would not connect the two stations would be to demolish the US Postal Service building adjacent to existing South Station terminal tracks to use that area for added tracks to increase capacity.

Whatever is established in this EIS, even if it's a mistake or wrong, will inform future studies, projects, and funding priorities for the NEC. U.S government population, employment and economic data should substitute for Moody's Analytic's current population and economic data in the DEIS. Assumptions regarding location of a potential second HSR alignment must reflect actual or existing transportation, population and economic conditions and potential.

Worcester has excellent highway access to Boston, Hartford, Springfield and Providence and has passenger rail to Boston and Springfield and potentially to Providence. Danbury and Waterbury CT have small populations and are part of other metropolitan regions.

Providence metropolitan area is the second largest in southern New England. It has the 15th busiest Amtrak station and highest number of passengers of any MBTA station outside of Boston's three main train stations and with both railroads over a 1,000,000 passengers a year use the station and usage continues to increase. Any second southern New England HSR alignment must go through Providence Station.

NEC DEIS Comments - RECORD #235 DETAIL

Status : [redacted]
Record Date : 1/22/2016
First Name : Robert
Last Name : Brassell Jr.
Stakeholder Comments/Issues :

Speaking and acting within ALL, ALL INCLUSIVE, my capacities, ALL INCLUSIVE, INCLUDING, INCLUSIVELY AND ESPECIALLY as a United States federal contractor et al., ALL INCLUSIVE, via my capacity as the respective SOLE, PRO BONO Administrator of BOTH the Delois Albert Brassell Estate (D-U-N-S Number 831823948 and active CAGE Code 5PAZ8), ALL INCLUSIVE, AND the Robert James Brassell Estate (D-U-N-S Number 962019514 and active CAGE Code 64WJ9), ALL INCLUSIVE: It has been FAR TOO LONG for our nation's Northeast Corridor ("NEC") and its many accompanying transit stations, inclusive of Amtrak's Pennsylvania Station complex, to be hopefully finally improved upon. With such stations and corridors to finally actively and hopefully finally actually receive the care, repairs and improvements after all these centuries, inclusive of the aforementioned Amtrak's Pennsylvania Station complex's many professionally-serviced-and-maintained amenities, security measures, personnel and details, many various federal and other contractors and subcontractors, agency and interagency cooperation and actually-public-friendly-and-accommodating-cooperation-and-service activities and policies, it hopefully finally will be the actually-public-friendly-and-accommodating professional experience, care, accommodation and service all of us, inclusive of ALL, ALL INCLUSIVE, visitors, customers, patrons, investors, tourists and admirers, ALL INCLUSIVE, have come to expect and want from Amtrak, its Northeast Corridor and its many accompanying transit stations, ALL INCLUSIVE. Thank you.

NEC DEIS Comments - RECORD #1605 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Cynthia
Last Name : Bravo
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a resident of Maryland (for over 50 years) and a lover of our state's wild places I am writing to oppose your rail plan running through Patuxent Wildlife Refuge.

Cynthia Bravo

Upper Marlboro, MD

The February sunshine steeps your boughs and tints the buds and swells the leaves within.<http://www.brainyquote.com/quotes/quotes/w/williamcb189764.html> William C. Bryant<http://www.brainyquote.com/quotes/quotes/w/williamcb189764.html>

NEC DEIS Comments - RECORD #462 DETAIL

Status : [redacted]

Record Date : 2/1/2016

First Name : Ron

Last Name : Breault

Stakeholder Comments/Issues :

To whom this may concern

It is incredible that such a plan could be developed without prior input from the town of Old Lyme. Our First Selectwoman is now on record, January 13, expressing vehement opposition, and I join her.

Ron Breault

Old Lyme, CT

NEC DEIS Comments - RECORD #541 DETAIL

Status : Action Complete

Record Date : 2/4/2016

First Name : Anne

Last Name : Breeding

Stakeholder Comments/Issues :

I am against the proposed NEC plan to put the high speed rail through the town of Old Lyme CT. Old Lyme is an almost perfectly preserved example of small town, coastal Connecticut life. At the center of its cultural life, The Old Lyme Art Academy, and the Florence Griswold Museum draw artists and visitors from all over the world; the Old Lyme Art Colony made its home there and the Florence Griswold Museum offers the visitor the chance to see the Connecticut Impressionists in a building and Main Street that offer a view of 19th century life unmatched by other larger coastal Connecticut towns. Old Lyme is also tied to the life of The Connecticut River, its tributaries and fragile estuaries, the intended plan will wreak destruction and devastation for the plants and wildlife that make the area home.

NEC DEIS Comments - RECORD #251 DETAIL

Status : [redacted]

Record Date : 1/24/2016

First Name : Robin

Last Name : Breeding

Stakeholder Comments/Issues :

Dear Sir or Madam, Your plan to build a new rail route across the Connecticut River and right through downtown Old Lyme, would destroy the scenic and environmentally sensitive marshes that were the subject of American Impressionism, it would physically destroy the current and important Old Lyme Art Academy which builds on that earlier movement, and which is the heart of new American realist painting, it would destroy the town of Old Lyme which maintains the historic legacy of this movement and remains an important tourist hub and gateway for New London County. What sense is there in the current and successful work by the Nature Conservancy, and others, to protect the Connecticut River watershed, if the actual outlet, rich with wildlife, including eagles and osprey, is destroyed? The plan is not just destructive, it's insane.

NEC DEIS Comments - RECORD #2835 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Rob
Last Name : Breen
Stakeholder Comments/Issues :

To Whom It My Concern:

As a lifelong seasonal resident of the Town of Old Lyme, Connecticut I am writing to express great concern regarding the potential impact of the North East Corridor Future Alternative 1 on the Town. It is apparent that routing new railroad tracks to the north of I-95 in Old Lyme would destroy unique and priceless institutions that are at the core of Old Lyme's value as a community. These include the Florence Griswold Museum, The Lyme Academy of Fine Arts, as well as the Lyme Art Association.

Maintaining and upgrading transportation infrastructure is clearly essential to economic growth, public safety, national defense and the greater public good. However, one would hope that such projects be undertaken with due consideration to the value of elements in the communities which they are intended to serve.

I call upon those with decision making authority in the Federal Railroad Administration not to choose Alternative 1, and to leave the cultural assets of Old Lyme undisturbed.

Sincerely,

Robert V. Breen
[redacted]
Colchester, CT 06415

[redacted]
Old Lyme, CT 06371

NEC DEIS Comments - RECORD #2156 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Gail
Last Name : Brekke
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1215 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Mark

Last Name : Bremer

Stakeholder Comments/Issues :

Glad to see a proposal to upgrade the rail line through CT. I understand the concerns of those property owners that may be affected along any proposed route, however there must be the will to proceed forward for the benefit of the greater public. The I-95 corridor is over traveled as it is....this country must invest in this type of infrastructure if we are to move forward.

NEC DEIS Comments - RECORD #2146 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Brenda

Last Name :

Stakeholder Comments/Issues :

I oppose Alternative 1 of the era's Northeast Corridor futures proposal

NEC DEIS Comments - RECORD #796 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : David
Last Name : Brengel
Stakeholder Comments/Issues :

Central CT needs better connections to New York and Boston. Alternative 2, connecting New Haven to Boston via Hartford and Providence seems to me to be a much better choice than the current path through New London. It would better serve the largest city in CT, bring service to the largest university in CT, and likely reduce travel times between NY and Boston.

NEC DEIS Comments - RECORD #68 DETAIL

Status : Pending

Record Date : 12/12/2015

First Name : Lyle

Last Name : Brennen

Stakeholder Comments/Issues :

The United States is in the Dark Ages of passenger rail transportation compared to European countries. Alternative 3 would transform public thinking about rail transport from being an alternative to being the first and most sensible choice for transportation in the NEC.

NEC DEIS Comments - RECORD #181 DETAIL

Status : [redacted]
Record Date : 1/14/2016
First Name : Eric
Last Name : Brenner
Stakeholder Comments/Issues :

While I can't attend one of the NEC meetings; I still wanted to make a few comments.

With Amtrak looking to increase high-speed rail in the NEC, at the same time as you are increasing your position as an important part of the multi-modal solutions needed in this high-population area, I hope you would consider adding a bike/pedestrian bridge addition to the Susquehanna River bridge crossing platform that needs to be build in the next decade.

Amtrak has historically been considered to be a "difficult" party (by state and local DOTs, not just bike advocates) on issues like this, but this bridge construction project provides a chance to surprise everyone, and expand your base of supporters for rail.

Liability issues on multi-modal use of active rail corridors has been successfully addressed in a variety of ways throughout the country, and the "upside" of Amtrak looking to expand the constituency interested in supporting inter-city rail should make this an easy/obvious way to gain legislative and financial supporters in Congress and at the state and local levels.

The Susquehanna River crossing is a critical barrier to increasing the economic impact of both the September 11 National Memorial Trail and the East Coast Greenway. Given Amtrak's recent expansion of roll-on/roll-off bike service in baggage cars (reducing the needs to box bikes), this seems like the next step to further solidify the bicycling community as an even stronger supporter of Amtrak's core mission.

Thank you.

Eric Brenner
[redacted]
Silver Spring MD 20902
ericbrenner@[redacted]

NEC DEIS Comments - RECORD #2086 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Roger

Last Name : Breunig

Stakeholder Comments/Issues :

I hope that other options will be developed as going through the Old Lyme Historic District as well as other old time areas would be a shame. Lyme/Old Lyme dates back to be well before the train. I first came to old Lyme in 1946 and I would hate to see the charm impacted in such a negative way.

NEC DEIS Comments - RECORD #1668 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Sandra
Last Name : Breunig
Stakeholder Comments/Issues :

I am surprised that there is even a thought of going through a historic district of town or the largest business section of a small town with the railroad. There must be a less invasive option. I am certainly opposed to the current plan.

NEC DEIS Comments - RECORD #2859 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Nancy

Last Name : Briggs

Stakeholder Comments/Issues :

Please do not consider ruining Old Lyme with your plan for Alternative 1 of the three high-speed railtrack routes proposed by the Federal Railroad Authority (FRA). Please don't destroy a town that means so much to so many people. Please forget it and come up with a different plan that doesn't damage Old Lyme or any town for that matter.

NEC DEIS Comments - RECORD #575 DETAIL

Status : [redacted]

Record Date : 2/6/2016

First Name : Thomas

Last Name : Briggs

Stakeholder Comments/Issues :

Hi, I would like to see a railroad expansion that goes through UConn Storrs. It would really help international graduates students like me, and help make UConn more internationally competitive.

Also, I would like to see the development of local rail services in the area, such as possibly expanding the trainline that runs through Willimantic so that it offers a local line to Storrs.

NEC DEIS Comments - RECORD #2399 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Linda

Last Name : Brill

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2302 DETAIL

Status :

Record Date : [redacted] 2/15/2016

First Name : Chip

Last Name : Briscoe

Stakeholder Comments/Issues :

In regard to your Alternate (1) for NEC to run from Old Saybrook, across the CT River, across a portion of the Old Lyme Historical District and meet up with and parallel Interstate 95 to New London -

1.) In Old Lyme it is called a Historical District for a reason and they aren't making them anymore. Its value to the citizens of Old Lyme and the people who visit will be severely impacted by this negative proposal and it should not even be considered.

2.) Routing further inland would provide a better alternate as it would reduce number of tidal waterway crossings. The predicted (and generally accepted by most scientists and citizens) rise of sea level is only going to make shoreline rail service more expensive to maintain in the future. Already NYC has changed its building codes to anticipate this impact in the future. If NEC is looking to the future then movement away from the coast would be the best long term plan.

Thank you.

NEC DEIS Comments - RECORD #2145 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : alexandra

Last Name : brock

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2307 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Deanna

Last Name : Broderick

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #779 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Lee

Last Name : Bromberger

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places, I am writing this letter in strong opposition to Alternate 3 in your rail plan.

This proposal is unacceptable as it would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Lee Bromberger

Reisterstown, MD

MS. SIEGEL: Thank you.
The next speaker is Paige Bronk.
MR. BRONK: Good evening. My name is Paige Bronk. I represent the Town of Groton, Connecticut. Thank you very much for the opportunity to comment and also in conducting the EIS.

Overall, we find that the report and the process was very well done, and we thank you for that. We're still reviewing the overall report and will provide our comments by January 30th, but we're here to make sure that you understood that we are watching the overall process and that we're in support.

At this time we are leaning towards Alternative 1. Our hope is that there will be more done than simply the no-change alternative. However, Alternatives 2 and 3 seem fairly costly at this given time. Our view is that the cost/benefit ratio for Alternative 1 may be the most reasonable. It builds upon the existing infrastructure and serves to try and bolster your existing system.

Also, for our needs within coastal Connecticut, particularly the southeastern corner, that particular option does offer the potential for another station, as was indicated. It's stated as New London/Mystic.

Groton clearly is in between. Our perception of that was that you were providing somewhat of a range, and we actually have looked at some key locations that would marry with some redevelopment opportunities in Groton that could potentially offer some benefits as well.

Groton offers a significant number of jobs, and we have a net influx of employees on a daily basis. According to our calculations, there have been some significant opportunities for people that are currently driving into Groton today that may be able to take the train if there was a stop in the Groton area, and that would be a close connection to many of our large employers.

Again, thank you very much. We're still reviewing, and we will provide our written comments by January 30th.
MS. SIEGEL: Thank you. Thank you very much.

BRONX BOROUGH PRESIDENT RUBEN DIAZ JR.

March 18, 2016

Ms. Rebecca Reyes-Alicea
North East Corridor Future Program Manager
United State Department of Transportation
Federal Railroad Administration
1 Bowling Green-Suite 429
New York, NY 10004

Dear Ms. Reyes-Alicea:

On behalf of the 1.4 million residents of The Bronx, New York, I appreciate this opportunity to share my observations concerning the future of the Amtrak facility that operates between Washington, D.C., and Boston, Massachusetts, often referred to as the Northeast Corridor. This infrastructure, on which rail services are provided, represents one of the most valuable and essential assets to those municipalities that exist within its service area.

Metro North Commuter Railroad and Amtrak share aging infrastructure on which an economy that directly impacts approximately 16 million people must rely. Likewise, if New York City and indeed, the northeast region, is to continue growing, it is critical that both railroad operators be able to accommodate the demands of an increasingly competitive economy. I am therefore especially supportive of the bold visions that are presented for consideration by Alternatives II and III.

Since my election in 2009, my administration has been engaged in an ongoing effort to expand passenger services by Metro North Commuter Railroad. This new service will operate between New Haven, Connecticut and Penn Station, New York City. In The Bronx, four new stations are envisioned, all of which will be constructed on the existing Amtrak line using the Hell Gate approach to Penn Station. It is estimated that approximately 160,000 people in Bronx County will reside within a one mile radius of these stations. The positive economic impact on our borough's economy will be historic, while the increased reliability and capacity realized by these new East River tunnels will all but guarantee this impact can be sustained for generations. Similarly, if for any reason the only railroad bridge that crosses the Harlem River between Grand Central Terminal and The Bronx could not function, the redundancy the Hellgate span would offer Metro North could prove invaluable. Indeed, the fact that today this redundancy does not exist, only goes to demonstrate the essentiality of this new East Bronx link.

There is no question but that much of our region's functionality depends on the future of the Northeast Corridor. I therefore thank you for considering my observations.

Sincerely,

Ruben Diaz Jr.

Ruben Diaz Jr.

RD:p&d/wr

NEC DEIS Comments - RECORD #1874 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Christopher

Last Name : Brown

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2900 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Jessica

Last Name : Brown

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven

NEC DEIS Comments - RECORD #507 DETAIL

Status : [redacted]
Record Date : 2/2/2016
First Name : Judith
Last Name : Brown
Stakeholder Comments/Issues :

I live in the Hampton Roads Region of southeastern Virginia. I take the train to New York or New England several times a year. I know the route and timing well, and also several of the Connecting Corridors. Two comments:

(1) From this area, we can ride seamlessly (in a single seat) all the way to Boston, so the Richmond -Newport News-Norfolk corridor should probably be considered a Connecting Rail Corridor.

(2) Whatever level of improvements are decided for the Northeast Corridor itself, please consider simultaneous improvements in the Connecting Corridors. Some changes can be small and not costly (for example –a train will not have to stop at a station if no passengers need to get off or on). Even small, inexpensive improvements may help trains run efficiently and more quickly. Thousands of current and potential travelers can have faster, shorter trips within Connecting Corridors. They will thus be more likely to use and be satisfied with the Northeast Corridor services.

NEC DEIS Comments - RECORD #744 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Linda K.
Last Name : Brown
Stakeholder Comments/Issues :

A rail line here would cause an ecological disaster. You an create another route--you can't create another Patuxent Research Refuge or replace the wild like you will destroy.

NEC DEIS Comments - RECORD #2138 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Mahoganie
Last Name : Brown
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #965 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : B. Ricardo

Last Name : Brown, PhD

Stakeholder Comments/Issues :

I have read the report and it is obvious that Alternative 3 is the correct choice for the future of the Northeast economy and environment

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.

NEC FUTURE

ANY FUTURE PLANS OF USING HI-SPEED TRAINS AT GREATER SPEEDS FOR THE NEC?

Name: Robert Brown

Address: [redacted] Archer Road Apt 6A
Bronx, NY 10462

Email: roburo2002@[redacted].com

www.necfuture.com

NEC FUTURE
U.S. DOT, Federal Railroad
Administration
One Bowling Green, Suite 429
New York, NY 10004

NEC FUTURE

Place
Stamp
Here

Comment Card

NEC FUTURE

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at **www.necfuture.com** or via email to **comment@necfuture.com.**

Thank you for your interest and input!

NEC DEIS Comments - RECORD #53 DETAIL

Status : [redacted]

Record Date : 12/7/2015

First Name : Robert

Last Name : Brown

Stakeholder Comments/Issues :

I would like to see real high speed rail access to serve the Northeast Corridor from Boston to Washington D.C. with speeds up to 150 MPH with updated technology along with infrastructure. The railroad network in the United States especially in the NEC is outdated and it needs a 21st century feel and look we should take note from the Japanese and Europeans on high speed rail travel as insight.

NEC DEIS Comments - RECORD #2561 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Winston
Last Name : Brown
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1075 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Ann

Last Name : Brubaker

Stakeholder Comments/Issues :

As a long-time resident of Old Lyme, Connecticut I am writing to express my opposition to the Connecticut portion of Alternative 1 which is proposed in the NEC Future draft plan. The new high speed rail route proposed in Alternative 1 from Old Saybrook, CT to Kenyon, RI would destroy the historic character and commercial viability of Old Lyme. Businesses in Old Lyme depend not only on resident traffic and summer visitors but on year-round tourism generated by the Florence Griswold Museum, two historic inns and the general character of the town, particularly its historic main street. As important, this alternative plan would have a negative impact on the ecology and rural character of the Connecticut River estuary. I am sure that more thorough research on the negative impact of this alternative will lead you to delete this alternative from your future plans.

Ann H. Brubaker

[redacted]

Old Lyme, CT

NEC DEIS Comments - RECORD #2642 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Chris

Last Name : Brunau

Stakeholder Comments/Issues :

Thank you for considering concerns. According to the map I am seeing, this would be invading on beachfront areas, not to mention Charles Island and Silver Sands State Park, as well as Gulf Pond. All of these areas are attractions for locals and tourists as well as nesting grounds for rare bird species.

NEC DEIS Comments - RECORD #3042 DETAIL

Status : Unread

Record Date : 2/16/2016

First Name : Gwen

Last Name : Bruno

Stakeholder Comments/Issues :

We have been hearing about the high-speed rail project but no tangible details until today?? And now you want to, pardon the pun, railroad this asinine idea through our state destroying historic area and natural habitat?? This is one unbelievably sleazy move on your part. If you can find a way to route this rail without compromising our built history or environment, go for it. But I vehemently oppose the plan as it stands.

I am very active in historic preservation and my colleagues are getting the word out to as many other Historic Preservation groups and Connecticut residents as we can, to oppose the present plan.

Why not consider (with no negative impact to the environment or historic districts) routing the rail to Tweed-New Haven Airport so riders can hope a plane?

If you are unable to route this rail without damaging resources we can not reclaim, as indicated above, then I want to see this plan declined, cancelled...DERAILED!

NEC DEIS Comments - RECORD #1898 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Khalid
Last Name : Bu Khamsin
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #681 DETAIL

Status :
Record Date : 2/10/2016
First Name : Michael
Last Name : Bucci
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

I internalized Joni Mitchell's song which stated, Don't it always go to show, you don't know what you've got til it's gone" at an early age. I do not profess that you do not recognize the value of the PWR. As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure

Michael Bucci
Gaithersburg MD 20877

Sent from my iPad

NEC DEIS Comments - RECORD #2999 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : irmtraut
Last Name : buchberger
Stakeholder Comments/Issues :

My husband and I lived in Old Lyme for a year, and we love this wonderful town with its historical heart. The pretty well maintended homes are treasure and fortune of this town.You can read about the Florence Griswold Museum in every tour-guide book. I want to let you know our disappointment, also people in Germany are concerned about this senseless plan. I guess it's made by people who never have been in the area.

Mit freundlichen Grüßen / Kind regards

Irmtraut Buchberger

[redacted]

NEC DEIS Comments - RECORD #946 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Mike

Last Name : Bucior

Stakeholder Comments/Issues :

Please fire the person who thought it was a good idea to route this through Old Lyme center.

NEC DEIS Comments - RECORD #1159 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Duanes
Last Name : Buckingham
Stakeholder Comments/Issues :

This concerns SE Connecticut and Old Lyme in particular. It seems to me that generally using the right-of-way and path of I-95 would make good sense. HOWEVER, in the case of Old Lyme, it could not be done "next to" I-95 without literally destroying the town and its historical buildings. So I am wondering whether the new rail line could be elevated "above" I-95 for those sections which would otherwise be too disruptive to local communities. This has been a method which has been successfully implemented in Japan and other countries, and, while more expensive for short stretches, those costs would likely be more than offset by eliminating the costs for eminent domain and other right-of-way purchases. It might also eliminate the costs of protracted legal wrangling in the courts.

NEC DEIS Comments - RECORD #1839 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : William

Last Name : Bucknall

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures future because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2048 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Orest

Last Name : Budas

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2018 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Tamara

Last Name : Bugarchich

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1000 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Steven

Last Name : Bugge

Stakeholder Comments/Issues :

I live in DC and commute up to NY (Long Island) to visit my parents and family very often. I do not own a car, and have two budget friendly options; 1) Rail or 2) Commuter bus.
I almost always choose the bus because it is always far cheaper (20-30 dollars) then the cheapest ticket Ive ever seen for Amtrak (50 dollars minimim) and gets me to NYC in just about the same amount of time (4 hours or so vs. 3.5 on Amtrak). The time savings is not worth the cost.

I would LOVE to take the train and be PROUD to take the train. I would love to get there in half the time. But cost is a issue. The time frame is an isse. The over all luster is an issue.

Taking the train actually seems a pretty romantic idea to me. But As it stands, I have to use my imagination to see it.

I fully support a major investment into the rail system.

NEC DEIS Comments - RECORD #2513 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Shirley

Last Name : Buitron

Stakeholder Comments/Issues :

I oppose Alternative 1 of the northeast Corridor future of fine arts of UNH

NEC DEIS Comments - RECORD #2899 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Paul

Last Name : Bukowski

Stakeholder Comments/Issues :

Please consider routing train traffic through western Mass, with a new stop at the former Palmer railroad station. I think it would be so helpful for economic recovery in Palmer and its surrounding towns. It would also allow us to travel to Boston without dealing with or adding to the car traffic.

NEC DEIS Comments - RECORD #750 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Charles
Last Name : Bullock
Stakeholder Comments/Issues :

I encourage the development of an improved Northeast Corridor Rail program. I do feel to properly develop the potential for this corridor it is necessary to reroute intercity trains north and east of New York, NY on an alignment that is separate from the Metro North right of way between New York and New Haven, CT and probably off the current alignment east of New Haven which has too many curves and bridges to be an effective high speed corridor.

South and West of New York there needs to be a new tunnel with at least two additional tracks from New York Penn Station to Newark. A reworking of the right of way in the Philadelphia area to eliminate several of the junctions there to improve speeds especially at the Zoo interlocking. There needs to be either a new alignment through/around Baltimore or a complete renovation of the tunnels including the building of two new tracks. There should be at least four tracks for the entire length of the corridor.

NEC DEIS Comments - RECORD #823 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Bill and Lynda
Last Name : Bulmer
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

Dear Ms. Braegelmann:

As a resident of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds. It is of enormous credit that leaders with foresight in this country have had the will and support to create these very special,and important havens for wildlife. Without vigilance and due care from environmental agencies like yours these important areas would very quickly disappear.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

William Bulmer
Rockville, MD

Sent from my iPad

Okay. George Bulow.

MR. BULOW: I'm going to pass.

THE MODERATOR: You're going to pass? Okay.

NEC DEIS Comments - RECORD #1994 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Kellie
Last Name : Bundschuh
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2109 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Jon

Last Name : Burdeshaw

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1059 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Brad

Last Name : Burgess

Stakeholder Comments/Issues :

Has the NEC (or much more importantly, The US Dept of Transportation, considered the number of individuals, plus commercial vehicles that travel thru Old Lyme every year on Interstate 95? A comparison of the number of individuals traveling by rail versus those by all vehicles (plus commodities) thru Old Lyme would more than suggest that the Federal Government should be putting funds into upgrading Interstate 95 versus Alternate1. Any projection of future passenger rail that would drastically alleviate the deaths on Interstate 95 is absurd. I for one enjoy traveling the Acela and Eurorail and realize rail travel can be and should be greatly improved, but not at the cost of NOT minimizing the carnage that continues on Interstate 95 thru Old Lyme.

How many lives are lost currently traveling thru Old Lyme by rail, how many additionally are predicted to be saved versus improving Interstate 95?

Brad and Cynthia Burgess [redacted]

NEC DEIS Comments - RECORD #1549 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Todd

Last Name : Burgess

Stakeholder Comments/Issues :

I am completely against the new high speed rail plan put a new track section right through our beautiful, historic downtown of Old Lyme. Please consider other options.

NEC DEIS Comments - RECORD #2135 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Charles

Last Name : Burghardt

Stakeholder Comments/Issues :

Don't destroy part of our culture.

NEC DEIS Comments - RECORD #705 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Helen

Last Name : Burke

Stakeholder Comments/Issues :

Why in heck can't I find maps of the proposed routes?! Purposeful?
How much will it cost to ride a high speed train? I always ride Metronorth instead of Amtrack, and I could afford Amtrack. The time difference isn't worth the expense.
I heard one route smashes through Old Lyme, which is too horrible to contemplate.
MORE INFO!!!!!

NEC DEIS Comments - RECORD #2580 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Jennifer
Last Name : Burke
Stakeholder Comments/Issues :

Please reconsider this proposal. This rail line would physically and psychologically destroy the heart of Old Lyme. In addition to damaging the historic beauty of the area, the rail line would also eliminate the only town center that we have. Without any real retail downtown area, the school campuses and art museums have become the place where people gather for town events. This proposal would devastate this community.

January 19, 2016

US Federal Railroad Administration
1 Bowling Green
Suite 429
New York, NY 10004

Attn: NEC Future

Gentlemen:

On behalf of the Virginia Bicycling Federation, I would ask that the following comments be included in the Environmental Impact Statement for the North East Corridor.

Many of our cycling constituents and citizen of the Commonwealth of Virginia, in general, use the North East Corridor, both directly and indirectly. Many Virginians begin their trips at Washington's Union Station or make thru connections via Washington as they travel North.

The VBF has been a member of the Amtrak Bicycle Task Force for inclusion of roll-on bike service on Amtrak trains since 2013. We are a strong advocate for train travel. We encourage citizens to bike, walk and use multimodal connections when riding Amtrak. Walking or biking to get to or from the train has many environmental benefits and we strongly encourage Amtrak to aggressively work promote multimodal connections by making it easy, safe and convenient for passengers to access train stations along the North East Corridor (NEC) and beyond.

As demonstrated in many countries, especially developed countries in Europe, if you make it easy for people to use their bikes to get to and from trains, they will.

Recommendations and Environmental Benefits:

- **Increase bike and pedestrian access to Amtrak stations**. Make it safe and easy for passengers to use alternative transportation to and from Amtrak stations. Accessing trains by bike or walking reduces traffic congestion around the station and resulting in reduced CO2 emissions.

- **Increase and prioritize secure bike parking at train stations**- Many passengers would use their bikes for first and last mile connections if they knew their bikes would be secure and protected from weather. Secure bike parking reduces traffic congestion around the station. Bike parking reduces expensive car parking at stations. A single car parking space can accommodate 12 – 15 bicycles. Reducing car parking and decks reduces capitol outlay for Amtrak. Environmentally, reduced parking decreases the need for paved (normally impervious) surfaces. Less pavement reduces storm water runoff, including silt, car and surface related pollution that ends up in our streams, rivers and even the Chesapeake Bay.

VBF
Virginia Bicycling Federation
www.vabike.org
Virginia Bicycling Federation PO Box 7282 Richmond VA, 23221

- **Addition to and inclusion of roll-on bike services throughout the** network - allowing passengers to take their bike on-board their train – preferably for free- allows passengers to use their bikes for last mile connections when they arrive at their destinations. This would also decrease demand for bike parking at the originating stations, reducing costs to Amtrak.

- **Include rails-WITH-trails (RWTs) along the entire North East Corridor, within new and existing right of ways**. These trail facilities could be used by cyclists and pedestrians to access local trains stations as well as creating a non-motorized transportation spine in often built-up, urban centers. USDOT has documented the safety and efficacy of RWTs. These facilities remove cyclists and pedestrians from the busy streets that often surround train stations. RWTs reduce rail trespasser casualties by providing alternatives to walking along train tracks. As a secondary benefit, RWT corridors could be used by Amtrak for maintenance of their NEC tracks, providing emergency access to trains in the case of equipment stoppage or accidents and even facilitate emergency egress from trains. Trespasser casualties are the biggest safety issue facing railroading today. RWTs remove trespassers from tracks and would drastically reduce accidents and fatalities. For similar reasons, we would also strongly encourage inclusion of bike and ped facilities when Amtrak bridges are upgraded or refurbished.

As is demonstrated every day in countries around the world and even on exiting Amtrak routes like the Capitol Limited in California, bikes and trains are great partners. They can work well together along the NEC. By facilitating smooth, seamless integration between these transportation modes, we can greatly reduce all of the environmental impacts of traditional, one person – one car transportation. Implementing this change will require a major shift in Amtrak's philosophy and culture. However, these benefits are not hypotheticals: these techniques have been demonstrated and they work. By incorporating the suggested changes along Amtrak's most successful corridor, we feel Amtrak can play an important role in changing 21st Century transportation, while decreasing negative impacts on the environment. We believe this will help increase ridership and profitability for the overall Amtrak system.

Respectfully submitted,

Champe Burnley,
President

VBF
Virginia Bicycling Federation
www.vabike.org

Virginia Bicycling Federation PO Box 7282 Richmond VA, 23221

NEC DEIS Comments - RECORD #397 DETAIL

Status : [redacted]
Record Date : 1/30/2016
First Name : Dolly
Last Name : Burns
Stakeholder Comments/Issues :

It is distressing that this project has been 3 years in the making and the public is just now learning of it. The impact to the town of Old Lyme, CT, is mind-boggling. What were the designers thinking? How to wreck a scenic town? That is what the map appears to do but the scale of the map is too small to know exactly where the destruction will happen. A local public hearing is needed before the public comment period ends on 2/15/16.

NEC DEIS Comments - RECORD #2849 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Mary

Last Name : Burns

Stakeholder Comments/Issues :

Palmer needs rail service

NEC DEIS Comments - RECORD #1829 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Naveen

Last Name : Burramukku

Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1845 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Kellie

Last Name : Burridge

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2571 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Harold
Last Name : Burt
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2346 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Tara
Last Name : Burtis
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2595 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Bambi-Lynne
Last Name : Bush
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1739 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : David
Last Name : Bushley
Stakeholder Comments/Issues :

The proposed alternative 1 is an outrageous expenditure of money to gain little increase in speed and shorter travel time. In particular, the proposal to essentially eliminate the character and nationally recognized historic stature of Old Lyme Ct strongly counters our desire to embrace our culture, history and preserve our environmental heritage. And the statement about the favorable economic impact on the area shows a total disregard for the actual facts concerning the local economy and how this project would hurt, not help our area. I strongly oppose Alternative 1 as drafted and hope that the FRA can find a more economic way to improve service with minimal adverse impact to the affected communities.

The first speaker is the Honorable John A. Businger. If you could just make sure that you identify yourself and your affiliation, that would be great.

MR. BUSINGER: Right. I'm former Representative John Businger from Brookline. I was the organizer of the North-South Station Rail Link Caucus in the Legislature, which numbered 193 out of 200 members. We had a lot of unanimity about it.

I know it may not be in the purview of your study -- you end at South Station -- but Amtrak felt the same way in the 2009-2010 area, I think, but they put in about three or four references to a north-south rail link anyway, because I think Amtrak realizes they can't meet their objectives with dead-ends, and I don't think that New England has a great future -- and you have "future" in your title -- if we end at South Station.

I want to also say that I was a member and basically acting chair of the Citizens Advisory Committee which did the Draft Environmental Impact Report and Statements from the 1995 period to 2003. I'm here with Brad Bellows, who was a member of the Committee also, who is going to be testifying.

I have to say also, I think Rebecca has a great future as a ventriloquist. I heard her voice, but I didn't see her lips move. So she has a future after this.

MS. REYES-ALICEA: Keeping you on your toes, John.

MR. BUSINGER: Right.

I just have a few comments to make, okay? On August 12, 2012, as Rebecca knows, you had your first hearing in Boston, and I organized people to come. 15 people showed up. 10 of them testified for the North-South Station Rail Link, led off by Governor Dukakis. Wayne Davis was here, who started the Downeaster.

I just want to lay this out very briefly for folks. This area has changed radically since 1997. I think we have to take cognizance of that. That was the beginning of the Newburyport line that dead ends at North Station. In 2001, I believe, or the end of 2000 the Downeaster came into reality.

All the three Old Colony lines that go into South Station have come in since then. We now have the Fairmont line. As I said, we have the Newburyport line. We also have proposals to increase service from New Hampshire into North Station and from Fall River/New Bedford into South Station, and of course we have the Acela.

So the pressure on the dead end is very much. And whatever we do to improve the service, if it does not include cognizance, which I think you did, to some extent -- I don't

have the citation here with me -- in your report, if we do all this work but still dead end at South Station, the route does not work very well.

It doesn't serve potential high-speed rail, because it dead ends. It doesn't serve the commuter rail system in Massachusetts to get from places like Brockton to Lynn or from Providence to Portland. So it serves neither the Northeast Corridor of Amtrak, and it does not serve the MBTA commuter rail lines. And that's a very important thing to take into account.

Now, I organized 175 legislators, with the help of several legislators, over the years that sent you a letter, which you have as part of your record. I want to point out that 155 of them are still in office. One of them is now a Congressman, Congressman Clark. One's a mayor, Mayor Walsh. Two of them just the other day were elected mayors of Fitchburg and Weymouth.

We have now formed a North-South Rail Link Working Group that numbers almost 35 to 40 people. It's very bi-partisan. Governors Weld and Dukakis are involved. It was Governor Weld who started the environmental process for the North-South Rail Link. We just signed up Senator Bruce Tarr, who is the Republican Minority Leader. We have business. We have labor. We have a tremendous diversity. I'm sure we'll be able to get you a copy of them.

Basically, in conclusion, I just want you folks to take cognizance, and everybody in the room, that we have to deal with that issue. And I'm going to be very blunt. Don't listen to anybody who tells you to continue to dead end at North and South Stations, because it will not even work for the objectives they think are out there. It will cause a tremendous fight in Boston over where the layover facility is. And somebody, whose name I won't menton, from Amtrak told me, "Don't people realize that the North-South Rail Link is the layover facility?"

With through service, you can run trains out that could get the excess on one side in terms of numbers and run them out the other side. It's a tremendous development opportunity, and it's the only way to meet the clean air objectives that were really enunciated in the Clean Air amendments, I believe, of 1990, and then the ISTE of 1991.

The whole objective of our environmental, transportation and economic policy should be to have as much intercity passenger rail service as possible, to stress connectivity, and to get rid of the artificial constraints that our system now has.

And that's true all over the country. I'm vice president of the National Corridors Initiative. We advocate

for rail corridor developments across the country. We want to make the system work. Our hands are tied behind our backs with dead ends, which are not our future and is not the future anywhere in the world. As I think Brad will tell you, we don't have a future if we continue to stress dead ends and we're never going to do anything.

If we're going to do nothing, let's be very clear to the public we intend to leave the dead ends at North and South Stations and to condemn our area here to a system where in Boston, which is supposed to be the Hub, it's a wheel that the spokes don't connect. That one-mile gap should be filled.

I want to thank you for listening.

MS. SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #2178 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Gary
Last Name : Buteau
Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2400 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Karen

Last Name : Butler

Stakeholder Comments/Issues :

No. Maybe have rail go from New Haven to Hartford then to RI, or right to casino. Get it off shoreline. Too congested. Don't ruin what's left of these beautiful historic towns.

NEC DEIS Comments - RECORD #892 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Randy
Last Name : Butler
Stakeholder Comments/Issues :

Northeast Corridor trains extend beyond Washington DC on to Norfolk Virginia. There are Boston trains which originate in Virginia and Virginia trains which originate Boston. Northeast Corridor stretches beyond Washington DC.

V/r,

Randy Butler
[redacted]
Falls Church, Va. 22042-2045

NEC DEIS Comments - RECORD #803 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Brian
Last Name : Buttrick
Stakeholder Comments/Issues :

Although I support investments in improving our northeast corridor rail service, I am strongly opposed to Alternative #1 as a proposed rail investment option for the following reasons:

1) The proposed new bridge and rail will bisect the charming and historic village of Old Lyme, ruining its unique character. This may seem insignificant to those of you who have never visited Old Lyme, but our town represents an historic jewel. The village of Old Lyme is only a few blocks long, but our town was the epicenter of the American Impressionist art movement over 100 years ago. The quiet village, the tranquil marshes and the surrounding Connecticut and Lieutenant Rivers have provided inspiration for thousands of artists and their paintings ever since those early days of the Lyme Art Colony. The area mapped for the new rail line cuts right through the town center, and its construction would forever change the Old Lyme landscape currently characterized by the Lyme Art Academy, the Florence Griswold Museum (a National Historic Landmark), the tranquil Lieutenant River and other historic gems.

2) Alternative #1 would adversely affect the wildlife of the Lieutenant River and Connecticut River, home to osprey, eagles and the amazing "swallow phenomenon" that has captured the attention of the Audobon Society and birders from all over the world. This dramatic behavior, called murmuration, occurs when over half a million swallows swarm in a tornado-like congregation and descend in unison on the marshes of the lower Connecticut River, each evening at dusk in August and September. This natural phenomenon is so large that it can be seen on weather radar. However, the nature of bridge construction as well as the high speed train itself will restructure the marshland habitat through noise, pollutants, vibrations, and habitat fragmentation. As has been documented repeatedly in the scientific literature, these factors will inevitably have a lasting and irreparable impact the survivorship of these birds as well as all other species in the fragile marshland ecosystem.

3) We need economic development in Connecticut and Alternative #1 just won't get us there. Large businesses are lining up to leave the state because our transportation infrastructure is virtually nonexistent and our taxation policies are crippling. We need an innovative economic plan and the large scale investment needed to connect ALL of our major cities, not just a small patch of new rail through the town of Old Lyme. We need to implement a rail system that will connect our capital city, Hartford, to New Haven, Providence, Boston and New York. We need to connect UCONN, our largest public university and medical center that is currently isolated in Storrs, CT to these cities as well. Alternative #2 would accomplish both of these objectives and would help put Connecticut back on track to be a competitive force in New England and an attractive option for business growth.

Thank you for your attention.

Susan McKnight
Craig McKnight
Tory McKnight
Cole McKnight
Connor McKnight

Forwarded by Brian Buttrick

NEC DEIS Comments - RECORD #233 DETAIL

Status : [redacted]

Record Date : 1/22/2016

First Name : Jessica

Last Name : Byrne

Stakeholder Comments/Issues :

Please improve reliability of the Sunday trains that run between Trenton and Alexandria, VA. They are almost always late!

Also, please shorten the layover time at Union Station.

NEC DEIS Comments - RECORD #1604 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Daphne
Last Name : Byron
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

NEC DEIS Comments - RECORD #2601 DETAIL

Status : Action Completed
Record Date : 2/16/2016
First Name : Joseph
Last Name : C
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #172 DETAIL

Status : [redacted]
Record Date : 1/13/2016
First Name : Paul
Last Name : C
Stakeholder Comments/Issues :

I support the proposal 100%.... high speed rail and sound crossing makes so much sense. It will ease traffic congestion on Long Island and save time for all commuters to and from NYC other North.
Thank you
Suffering Long Island Resident....

NEC DEIS Comments - RECORD #949 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Kevin A.
Last Name : Dillon, A.A.E.
Stakeholder Comments/Issues :

Good afternoon,

Please see the attached comments from Connecticut Airport Authority Executive Director Kevin A. Dillon, A.A.E. regarding the NEC FUTURE Tier 1 Draft EIS.

Thanks,

Alex

Alex Peterson
Executive Assistant and Research Analyst
[Description: cid:image003.jpg@01CE521A.6A86CE90]
Bradley International Airport
Terminal A, 3rd Floor, Administration Office
Windsor Locks, CT 06096
860 292-2030 Office * 860 840-3758 Cell * 860 627-3594 Fax
apeterson@ctairports.org<mailto:apeterson@ctairports.org>

? Please consider the environment before printing this e-mail.

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Attachments : NEC Future Tier 1 Draft EIS Comments 2.11.16.pdf (345 kb)

CONNECTICUT AIRPORT AUTHORITY

February 11, 2016

Ms. Sarah Feinberg
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Administrator Feinberg:

Thank you for the opportunity to comment on the Federal Railroad Administration's (FRA) NEC Future Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS). The NEC Future program is a vital project to the Connecticut Airport Authority (CAA) and Bradley International Airport. The prospect of a strong intermodal transportation system holds great promises for the state and region's commuters and travelers. The Northeast Corridor has been neglected for far too long, and the CAA applauds the FRA's efforts to examine modernization and improvement initiatives.

Unfortunately, the CAA is unable to endorse any of the provided alternatives at this time. In the spirit of enhancing Connecticut's intermodal transportation system, the CAA asserts that any final enhancements must address the inland route serving New Haven – Hartford – Springfield. Rail connectivity to Bradley International Airport, New England's second largest airport, must be emphasized in the plan, and the CAA was disappointed to find a relative lack of attention to the inland route and Bradley Airport in the current alternatives presented. We look forward to the FRA studying both of these issues in order to maximize safety and reduce capacity constraints for commuters and travelers in Connecticut and beyond.

Thank you for your consideration of these comments. Please feel free to contact me at 860-292-2054 if you would like to discuss this matter further.

Sincerely,

Kevin A. Dillon

Kevin A. Dillon, A.A.E.
Executive Director
Connecticut Airport Authority

Bradley International Airport
Terminal A, 3rd Floor, Administrative Offices
Windsor Locks, CT 06096

The next speaker is Peter Cable.

MR. CABLE: My name is Peter Cable, and I'm a 45-year resident of Old Lyme, which is why I'm commenting tonight on Alternative 1 of the Draft EIS. The unique historical and artistic heritage of Old Lyme will be sacrificed if Alternative 1 of the NEC plan is adopted.

The explicitly stated purpose of Alternative 1 new rail segment in southeastern Connecticut is that through passengers would save 30 minutes of travel time from major city to major city bracketing New London. Also Alternative 1 would allow more trains because movable bridge scheduling could be avoided and routing would be more resilient to weather-related closure.

I submit that, at much reduced expense, something that was mentioned before, the movable bridge scheduling could be renegotiated to allow more trains as needed, and resiliency of the existing line and bridges can be greatly improved by solid engineering and vigorous infrastructure improvement.

The plan stipulates that the so-called "area of potential effect" for a new segment going through Old Lyme is a one-mile-wide swath centered on the new route. That means that much of the Old Lyme Historic District and center of American Impressionism would be eliminated.

I note that the Tier 1 Draft EIS did not evaluate cultural resource and historic properties listed locally or at the state level but confined consideration only to sites at the Federal Register of Historic Properties level.

I know also that the cumulative annual intercity travel time savings estimated for construction of the new rail segment would be roughly comparable to the labor time lost through the implied closing of the Lyme Academy College of Fine Arts mentioned by Bonnie Reemsnyder. What benefit-cost calculus justifies adoption of such a plan?

HEARING OFFICER SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1214 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Peter
Last Name : Cable
Stakeholder Comments/Issues :

This comment pertains to the proposed Alternative 1 new rail segment from Old Saybrook, CT, to Kenyon, RI, and in particular concerns that part of the new segment that cuts through Old Lyme. The Town of Old Lyme would not directly benefit from any increase in rail service, but it is surely a stakeholder in Alternative 1, though it was not consulted or even directly informed about the new segment bisecting the Town center. The Tier 1 EIS is at a high level and inadequate to judge the impact on Old Lyme of the new segment. In what seems a classic Catch 22 scenario, a Tier 2 EIS, which might be sufficient to reveal the damage to Old Lyme of the new segment through town, comes too late and only mitigation procedures would apply not abandonment of the new segment. Nothing suggests that the residents of Old Lyme oppose improvements to NEC service, but this new segment of Alternative 1 would irreparably damage the existing scenic, cultural-historic, environmental and commercial character of the Town and it is difficult to imagine what can mitigate that.

NEC DEIS Comments - RECORD #2940 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Michelle

Last Name : Cabral

Stakeholder Comments/Issues :

Completely opposed to the Old Lyme amtrak proposal-how can it be considered to destroy a beautiful town for the sake of saving a half hour train time

No reason for changes

NEC DEIS Comments - RECORD #1823 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Laura
Last Name : Caccavale
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #674 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name :
Last Name : Cadogdazed
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Cadogdazed
cadogdazed[redacted]

NEC DEIS Comments - RECORD #2230 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : James
Last Name : Cady
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, and Old Lyme in general. It's bad enough that I-95 cuts right through the area, and this would only further disrupt the placid, small-town ambiance that make Old Lyme so special...

NEC DEIS Comments - RECORD #2655 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Walter

Last Name : Caffey

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #952 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Nancy

Last Name : Cahill

Stakeholder Comments/Issues :

Old Lyme is a special historical village of famed artistry in CT where the arts, aesthetic seascapes & natural wildlife are the most unusual along the CT shoreline. It was an artist colony from back in the 1800s known for the special lighting effects. If the infra structure is changed in any way the entire environment will negate everything this town means to the this unique artistic culture & society.

NEC DEIS Comments - RECORD #2712 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Regina

Last Name : Cahill

Stakeholder Comments/Issues :

Absolutely not...no train through Old Lymes historic district and no Long Island Sound tunnel into Milford...are you people crazy????????

NEC DEIS Comments - RECORD #3008 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Cynthia
Last Name : Cahouet Fulreader
Stakeholder Comments/Issues :

Please DO NOT allow this train to dissect Old Lyme!
Under any circumstances, NO!

NEC DEIS Comments - RECORD #2961 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Katherine
Last Name : Cahouet
Stakeholder Comments/Issues :

This proposal would have a devastatingly negative effect on the wildlife and history of the connecticut river and it's surrounding towns.

NEC DEIS Comments - RECORD #1245 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Kathleen
Last Name : Cairns
Stakeholder Comments/Issues :

Please don't ruin Old Lyme with this rail plan.

NEC DEIS Comments - RECORD #1810 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Paula

Last Name : Calabrese

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2563 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Sarah
Last Name : Calatayud
Stakeholder Comments/Issues :

I'm a former resident of Old Lyme. Alternative 1 is just a horrible concept. The community of Old Lyme, and others in its vicinity would be severely and negatively impacted by rail activity as proposed in this scenario. Property values will be negatively impacted, and so much of the atmosphere that people love so much about Old Lyme will be destroyed. Please, please reconsider this plan.

NEC DEIS Comments - RECORD #1324 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Lauren
Last Name : Caldwell
Stakeholder Comments/Issues :

I oppose the plan to put a transit line through Old Lyme, Connecticut.
The history and character would be forever harmed and gone.

NEC DEIS Comments - RECORD #1812 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Tim
Last Name : Callahan
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #966 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Lyn

Last Name : Callan

Stakeholder Comments/Issues :

It seems ill advised to have high speed rail lines going through Historic Districts. Historic Districts have a slower pace, and it is incongruous placement.

NEC DEIS Comments - RECORD #878 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Taylor Eilers
Last Name : Callicrate
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

I am writing this letter in opposition to Alternate 3 in your rail plan.

I've been a volunteer at Patuxent Wildlife Research Refuge for eight years, helping to raise the whooping crane chicks. It's a very special place that we should preserve for all Marylanders. We are lucky to have this place that is large enough to support a beautiful array of birds and wildlife that cannot be found in smaller parks or preserves. Patuxent is the largest forest block left in central Maryland, and it's extra-special because it's easily accessible to Laurel and the surrounding communities. Many people who would not otherwise get to experience nature can come to this top-quality site and see great birds and be in a peaceful, natural setting.

As time goes on and there are more people, it's tempting to think we can split chunks off of places like Patuxent or section it up and that we'll still get the benefit of a natural area, but doing something like that is a bad idea, and here's why. Many species have biological requirements for large forest patches in order to successfully breed. When a large area is broken up (and this proposal would remove 60 acres- a huge area!), the resulting smaller patches are no longer safe and usable for these birds, and we lose them. While we might think it's still a large area, to the wildlife it's not, and Marylanders won't get the opportunity to see those birds anymore. This is a pattern that's occurring across the country with increasing levels of development, and so it's not just people who are losing part of their natural heritage in these areas, but also species that are becoming at risk of extinction because there are so few large habitats left.

Patuxent is home to bird species that need these large habitat chunks, and we'll lose these birds from Maryland (and contribute to their risk of extinction) if this proposal goes through. Look these birds up on YouTube and listen to their songs: Eastern whip-poor-will, wood thrush, Kentucky warbler, and prairie warbler. They're beautiful and they have the ability to get kids excited about science and nature. We need to make sure they're still going to be around.

So please take the long view with this one. Short-term, a railroad line might seem like a nice idea, but what we lose in cutting up Patuxent will really hurt Marylanders in the long run. Patuxent and the animals it supports are of great benefit to the mental health and well-being of suburban and city dwellers who can enjoy nature there.

Being able to enjoy this place and its unique wildlife into the future is part of our natural heritage, and should be there for generations to come. Please chose an alternate proposal to protect Patuxent for Marylanders.

Thanks for taking the time to read my letter.

Sincerely,
Taylor Callicrate
Columbia, MD

NEC DEIS Comments - RECORD #611 DETAIL

Status : [redacted]
Record Date : 2/8/2016
First Name : Holly
Last Name : Camean
Stakeholder Comments/Issues :

Hello,

I have been a resident of Old Lyme for 24 years, I have been a frequent NEC rider for the past seven. I write to you in urgent and pressing concern regarding your proposed plans cutting through Old Lyme's historical district. Today, February 8th, details are still emerging regarding the death of a trespasser on the tracks who was struck and killed by a morning Acela 2190. While I do not mean to be crass during this sad day, perhaps instead of trying to create new rail, you should improve on the safety and conditions of your current rails. I frequently run down Buttonball Road, where the trespasser was struck, and any one - adult, teenager, child, has access to those tracks easily. Especially being close to the shoreline beach area- that area is open and available to any one who can walk ably. While we grieve for the victim and the engineer at the head of the train, I must point out that the rails you already have can and should be improved upon before the thought of new rails even enter one's mind. I ride the NEC between Old Saybrook to Stamford and to Boston on average two weekends a month (these trips are both for pleasure and business). Myself as a rider can recognize problematic areas of trips in both directions. To think that your staff somehow concluded to cut new railway through a nationally treasured historical district makes me realize that you ignorant. Ignorant of the communities you serve, ignorant of the affects that will result, and ignorant by creating problems that do not need to exist. I plead with you to consider a well thought alternative and listen to your riders, communities, elected officials and surely you can result in a plan considerate and effective of all parties involved.

Sincerely,

Holly Camean

NEC DEIS Comments - RECORD #104 DETAIL

Status : [redacted]
Record Date : 1/6/2016
First Name : Daniel
Last Name : Camero
Stakeholder Comments/Issues :

Roll on access on all amtrak trains for bicycles is a critical step in increasing multi modal transportation in the region.

NEC DEIS Comments - RECORD #40 DETAIL

Status : [redacted]
Record Date : 12/3/2015
First Name : Lena
Last Name : Campanelli
Stakeholder Comments/Issues :

Problem: Replacing hodge-podge mass transit to NYC airports with NEC/MTA dedicated efficient seamless lines/stops

Preface: I dream of going with my Providence regional/ Acela train to either LaGuardia or JFK airports WITHOUT having to go first to Penn station then backtrack to Queens using an inefficient combo of MTA subways/bus/stunted Airtrain or LIRR. Ridiculous for NY world-class city to have such a patchwork of time-consuming, polluting connections. Check out German DB system for Berlin-Munich-Frankfurt dedicated airport train stops to see what I mean:

http://www.bahn.com/i/view/GBR/en/prices/germany/rail_and_fly.shtml

http://www.bahn.com/i/view/USA/en/prices/germany/rail-and-fly.shtml

My suggestions:
FROM NORTH of NYC airports:

1-- All NEC trains should stop for a dedicated express Airtrain connector stop/train at Jackson Hts, not entering Manhattan/Penn station at all. Why have to take a subway back??

2--From that NEW Jackson Hts AIRTRAIN STOP, build dedicated NEW express MTA AIRTRAIN LINE to LaGuardia, no more bus etc polluting, time-consuming patchwork.

3--Also, at this NEW Jackson Hts AIRTRAIN STOP, run dedicated NEW express MTA line to the EXISTING stunted Sutphin/Archer MTA AIRTAIN STOP to which people currently have to take an elevator/stairs from the E/F/J/A/C subway lines. This up/down/in/out patchwork of subway trains to Airtrain is ridiculous! Build a TRACK RAMP at Archer-Sutphin streets that is dedicated for a NEW express AIRTRAIN from Jackson Hts straight to EXISTING AIRTRAIN tracks for JFK airport. No more stairs/elevators.

4--So my cleaner/efficient suggestion for NEC North of NYC airports is SEAMLESS as the NEC trains stop once for a new Jackson Hts airtrain stop where express MTA airtrains go for LaGuardia or JFK. This system would certainly diminish if not eliminate passengers preferring to drive/taxi to airports and any human congestion on MTA subways/buses near each airport.

FROM WEST/SOUTH of NYC airports:

1--NEC trains with NJT-Amtrak should stop at a NEW Moynihan /Farley PO building MTA Line 7/AIRTRAIN stop to take a dedicated express AIRTRAIN LINE straight from there to a NEW Jackson Hts AIRTRAIN STOP that I described above for North trains.

2--PATH train can be redirected or extended on Manhattan tracks to NEW Line 7 MTA express AIRTRAIN LINE to new Jackson Hts AIRTRAIN STOP also.

Well, at 68, I hope I live long enough to take my dream mass transit journey to NYC airports.

NEC DEIS Comments - RECORD #2569 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Christine
Last Name : Campbell
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Sincerely,
Chris Campbell

NEC DEIS Comments - RECORD #2566 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Joanne

Last Name : Campbell

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #160 DETAIL

Status : Pending

Record Date : 1/12/2016

First Name : Rich

Last Name : Campo

Stakeholder Comments/Issues :

Suffolk county residents do not know about this proposal. It has not been publicized. This would be an excellent opportunity to bring Long Island into the future. Don't listen to the few loud naysayers. WE WANT THIS.

NEC DEIS Comments - RECORD #301 DETAIL

Status : [redacted]

Record Date : 1/27/2016

First Name : Gabriela

Last Name : Campos

Stakeholder Comments/Issues :

This proposed rail through marshes in low coastal areas is shortsighted at best! The projections on sea -level rising have been proven...the positioning would make veey difficult for long term use...Furthermore the marshes help protect surrounding communities from more flooding and erosion...Not to mention the ecological impact on burds of prey that are protectwd and nest along that area. In my estimation this is very bad long term planning.

NEC DEIS Comments - RECORD #1067 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Terry

Last Name : Cann

Stakeholder Comments/Issues :

we in Old Lyme are strongly opposed to your plan of running parallel to I-95 just south of it. It will disrupt lives, people's homes and businesses here in our beautiful little historic town. Destroying history in the name of progress is sinful.

NEC DEIS Comments - RECORD #567 DETAIL

Status : [redacted]

Record Date : 2/5/2016

First Name : Shay

Last Name : Cantner

Stakeholder Comments/Issues :

This plan is detrimental to the center of Old Lyme CT. And at what gain? A few minutes of commuting time? Please consider other alternatives to this horrible plan. Revamp the current train bridge and keep the tracks where they are.

NEC DEIS Comments - RECORD #1277 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Helen

Last Name : Cantrell

Stakeholder Comments/Issues :

don't go through Old Lyme. Wouldn't it make more sense to send the route through an under-served area, with larger cities with riders--like Hartford and Springfield?

NEC DEIS Comments - RECORD #216 DETAIL

Status : [redacted]
Record Date : 1/21/2016
First Name : Lynn
Last Name : Caporale
Stakeholder Comments/Issues :

I am eagerly awaiting the chance to roll my bicycle onto Amtrak trains preferably, eventually, starting at Penn Station. By not being limited to boxing and baggage, I would be able to contribute through my tourism to the economies of many small towns along all of the accessible train routes. I neither own nor care to rent a car, so my contributions as a tourist are constrained to places I can reach by train and/or bicycle.

NEC DEIS Comments - RECORD #2574 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Matthew

Last Name : Caporale

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Frankly, this would destroy an entire historic community around the campus as well.

NEC DEIS Comments - RECORD #1207 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Beverly

Last Name : Cappello

Stakeholder Comments/Issues :

This would be a devastating impact on the historic village area of Old Lyme. Really ?? Our historic district ?? Are you on glue ??

My vote is a resounding no !!!!!

NEC DEIS Comments - RECORD #1208 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Dominick

Last Name : Cappello

Stakeholder Comments/Issues :

It's outrageous that you would even try to do this to a historic town.

My vote is ... NO!!

Okay. One more -- I have one more speaker signed up.

Daniel Caracciolo.

Come on up, Daniel.

MR. CARACCIOLO: Nice. I think it's just me and you. I'm not an engineer.

My name's Dan or Daniel Caracciolo. I live in East Rockaway. It's on the south shore.

I'm just interested in this proposal for a couple of reasons. One being the significant impact and the lack of marketing that's taken place, I feel, in this particular public session.

I actually created a Facebook group -- I'm sorry, a Facebook event specifically for this so I would be able to market this particular public session to my -- even my efforts, obviously, we don't have as many people, I feel, as something of this nature needs to be here.

But I just wanted that to be noted because it's -- it's a significant proposal. I don't disagree with the proposal but I felt like the marketing, in particular, surrounding this particular event, especially with the municipalities involved, mobile, here we're very fragmented and how can I put this, granular municipal structure here on Long Island where we have a lot of towns and a lot of villages, the counties.

And I'm curious to know if there's any additional public comment sessions, particularly for our friends in Suffolk County who have been -- who have expressed interest but live all the way out in Ronkonkoma and couldn't make it tonight.

So that's -- that's kind of why I just had those particular items. I don't know if there's any additional public comment. If there's any -- based on the proposals that I've read, there are three; correct? There are three proposals and two are kind of -- it seems like non-Long Island based; is that kind of right? I don't know. But it still impacts us, you know, it impacts us.

But in the same breath, if we could draw people from other parts of the northeast to work here, I think that's very, very good and a strong benefit to -- to this. But I would just like to see some -- some better marketing on it and I just wanted to put that out there.

And lastly, is there any -- I know it's kind of really early and fledgling in this process but is -- is there any clarity on if existing structures are being used? If there's new

structures being built, is anyone conversating with the governor based on his recent, let's call grandiose plans for downstate New York, especially with the third rail going backwards from Floral Park to Hicksville. So I'm just curious if that was part of the process or if that surprised you at all in -- in this planning.

But I appreciate that we had the opportunity here to kinda talk a little bit about this and hoping that going forward, you know, 500 people are here or more. That's the kind of thing that I was looking for. But that's okay.

Thank you.

THE MODERATOR: Okay.

Well, thank you, Daniel.

And we can talk to you once we close out this public comment. We're happy to sort have a little dialogue about some of your questions.

Is there anybody else who would like to speak?

Sure. Come on up.

Just name, affiliation and make sure we can understand you.

A VOICE: He's affiliated with me.

NEC DEIS Comments - RECORD #10 DETAIL

Status :	[redacted]
Record Date :	11/11/2015
First Name :	Vincent
Last Name :	Carbone
Stakeholder Comments/Issues :	If NEC Future unveils the improvement project plans when will they be unveiled? Also I think both alternatives #2 & 3 are the best choices on the list for the improvement ideas. If Amtrak (or whoever's involved in the project) accepts the idea of improving the NEC, when will construction begin? Going through central Connecticut is a great idea. I live not too far from Hartford. I live in a town 20 miles southwest of the state capital named Southington. And Southington would be a the most perfect place to have a railway station. Southington has had no railway station for as long as I can remember. The railroad line that went through my hometown known as the Farmington Canal Line is now a rail trail that cuts through town on the railroad's old right-of-way. I think Southington should have more transportation; Southington hasn't had a station in over 66 years now. And it would be great to revive rail transport in Southington, Bristol, and in nearby New Britain. I hope you take this into consideration. Sincerely, Vincent Carbone
Attachments :	CarboneVincent_Original.pdf (5 kb)

NEC DEIS Comments - RECORD #10 DETAIL

Status :	[redacted]
Record Date :	11/11/2015
First Name :	Vincent
Last Name :	Carbone
Stakeholder Comments/Issues :	If NEC Future unveils the improvement project plans when will they be unveiled? Also I think both alternatives #2 & 3 are the best choices on the list for the improvement ideas. If Amtrak (or whoever's involved in the project) accepts the idea of improving the NEC, when will construction begin? Going through central Connecticut is a great idea. I live not too far from Hartford. I live in a town 20 miles southwest of the state capital named Southington. And Southington would be a the most perfect place to have a railway station. Southington has had no railway station for as long as I can remember. The railroad line that went through my hometown known as the Farmington Canal Line is now a rail trail that cuts through town on the railroad's old right-of-way. I think Southington should have more transportation; Southington hasn't had a station in over 66 years now. And it would be great to revive rail transport in Southington, Bristol, and in nearby New Britain. I hope you take this into consideration. Sincerely, Vincent Carbone

NEC DEIS Comments - RECORD #206 DETAIL

Status : [redacted]

Record Date : 1/20/2016

First Name : Vincent

Last Name : Carbone

Stakeholder Comments/Issues :

Pardon me but I have a question.
Could you please mail me a copy of your NEC Future Tier 1 EIS package and other information regarding the NEC future be mailed to me please?
My mailing address is:
Vincent Carbone
[redacted]
Plantsville, CT[redacted]

Thank You.

Sincerely,
Vincent Carbone

Next speaker is Richard Carella. Oh, good. You're going to the other side.

MR. CARELLA: I saw you get a crick in your neck from the other side of the room.

I'm Richard Carella, Director of Government Affairs for the Greater New Haven Chamber of Commerce. We're a diverse business organization, with over 2000 business members serving about 15 towns in the south central portion of Connecticut.

I too want to echo Mr. Piscitelli's comments from the City about how impressed we were with the depth of the Tier 1 analysis, how much detail there is to it. We are still also going through it. We will provide written comments by the deadline.

But I did want to come to you today and express our appreciation for the effort that has gone into this. We think that it is in many ways visionary, some of the longer-term, transformative approaches that you're looking at, but at the same time, we think, scalable.

Some of these earlier, perhaps the Alternative 1 or Alternative 2, are something that might be -- something that is actually doable in the near future, which would provide an enormous economic impact, not only to New Haven where we are today, but to the whole south central region that we serve.

You asked what we could perhaps tweak or focus on. We are leaning towards Alternative 1 at the moment, looking at the benefits of that, the more immediate impact. We think it's a better bang for your buck right out of the gate with that first alternative. It takes the south central part of Connecticut and makes it a real hub, not only for the Metro North region by taking those chokepoints into consideration, but by making shoreline east really more accessible and more resilient so that we don't have the Superstorm Sandy effect that we had in the past or the Hurricane of '38 or all the other things that have happened over the century.

It also maximizes the existing infrastructure that has been built up over a century by business, and not just businesses, but arts and tourism and higher education that has sprung up around the coastal corridor over the last century and a half.

One of the things I would ask you to focus on is the current development of the New Haven-Hartford-Springfield passenger line that is ongoing. It is mentioned a number of times in your Tier 1 assessment, but only tangentially. I think it really needs to be a real focus, because it does bring in that whole traffic off of 91, allows passengers to get up and down through the center of Connecticut in a much more streamlined way, and it brings

business and tourism into this south central region and really expands all of Connecticut.

So at the end of the day, even at Alternative 1, we see an entirely revamped Connecticut rail system. It would be essentially, you know, a new system between the shoreline east, the chokepoint projects, development on the Metro North side and the New Haven-Hartford-Springfield line.

So, again, thank you. We really appreciate the in-depth analysis. We will be providing some written comments by the deadline, but if you can look a little bit more heavily at that northern line, that would be appreciated. Thank you.

MS. SIEGEL: Thank you.

NEC DEIS Comments - RECORD #617 DETAIL

Status : [redacted]

Record Date : 2/8/2016

First Name : Dylan

Last Name : Carey

Stakeholder Comments/Issues :

I urge the FRA to adopt Alternative 3, and give the Northeast Corridor the transformative rail service that would reflect the importance of the corridor in connecting the major population centers of the country. This corridor has a long and rich history of being on the cutting edge of rail innovation in the US, and the adoption of Alternative 3 poses the opportunity to continue that innovation.

However, as France did when they created the TGV system, measures must be taken to ensure that fares remain affordable for all, and that rail transportation can serve as a great equalizer.

I also urge the FRA to look into any options to save money in operations, including potentially replacing the current ticketing system with one similar to that found in Europe or off-board fare payment used on Bus Rapid Transit systems, reducing personnel costs by cutting the necessary number of conductors and replacing them with periodic ticket inspectors.

Also, more local trains should be run in the Northeast to a greater variety of destinations, however, that seems beyond the scope of this DEIS.

NEC DEIS Comments - RECORD #2762 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : John

Last Name : Carey

Stakeholder Comments/Issues :

please do not destroy this beautiful part of eastern Connecticut. Especially the area including the fine arts college and the University of New Haven. Alternate routes going North makes more sense. Train service to this part of the state would be a welcome addition to our transportation system. Thank You.

NEC DEIS Comments - RECORD #1237 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Bob

Last Name : Carignan sr.

Stakeholder Comments/Issues :

It would be tragic for tourism in Southeastern Connecticut should you shift the rail line away from the coast and away from Mystic, Ct. which is a major New England tourist venue. It also facilitates our doing our business in New York and Boston. Submitted: Bob Carignan,International artist/photographer, Artist Member of Mystic Art Center.

NEC DEIS Comments - RECORD #1323 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Marie

Last Name : Carija

Stakeholder Comments/Issues :

I oppose the tier 1 plan that would cut a path of destruction through historic coastal towns. Why not just improve Amtrak's existing infrastructure?

NEC DEIS Comments - RECORD #1383 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Suzy

Last Name : Carija

Stakeholder Comments/Issues :

I would like to express my support for alternative 3. Money will never be cheaper so the time to invest heavily is now. The need to expand mass transit is imperative when one considers the ramifications of an ever increasing population putting more cars on the road. Alternative 3 expands in areas that have less impact on the fragile shoreline and will encourage business and individuals to settle in these expanded areas.

As well I want to express my opinion that alternative 1 is poor option. It encourages growth in areas that cannot sustain it environmentally and geographically. By its own admission the FRA limits this option's benefit to the short term.

In conclusion I urge the panel to think broadly with an eye for the future.

Sincerely,
Suzy Carija

NEC DEIS Comments - RECORD #1550 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Virginia

Last Name : Carija

Stakeholder Comments/Issues :

Leave things as they are!!!!

The next speaker is Robert Carley.

Robert, you know the drill, right?

MR. CARLEY: I do.

Good evening, everybody. My name is Robert Carley, Wellesley, Massachusetts. I'm just a guy. I don't have any of these credentials that everybody else has, these impressive credentials.

FROM THE AUDIENCE: We're just guys too.

MR. CARLEY: I appreciate all the comments about north-south rail. I think that's very important. I'm going to address my comments to the particular EIS and the alternatives presented therein.

So I think the overarching point that I have to make here is that this entire process needs to be conducted with an eye to the art of the doable, because I think that most of the people here would say, "Let's do Alternative 3. Let's build the whole thing out. Let's do it as soon as possible. Let's get it done tomorrow."

And I certainly would put myself in that camp, but I'm a pragmatist and a realist about these things. I'm aware of the political environment, particularly at the federal level, and I think that the entire process needs to be conducted with an eye to the art of the doable. And I'll give you a few examples.

Let me first say, realizing that this is being recorded and otherwise preserved for the record, eight states and the District -- that is, 16 Senators and a whole lot of Representatives -- I hope that each one of them is paying a lot of attention to this, because, as other people have recognized, this is overdue by a very long time. It's very congested up here.

We are the engine of the U.S. economy. We deserve to have world-class infrastructure up here. We pay a lot of money into the federal government. We deserve to have the best train infrastructure that we can up here. There's no -- I think the California project is great, but there is no proof-of-concept needed here. We know people in the Northeast are going to take trains if they're available.

So as I say, I think the California project is great. I hope it succeeds. I hope it's done on time, under budget. I would just really like some of the federal officials to consider that there's no proof-of-concept needed here. We already know that this works in the Northeast. But it needs to get better.

I grew up in Long Island, New York. I've lived up here for 20 years. I've been making that drive for 20 years. I know that we don't deal with anecdotes when we do expensive things, but I'll give you some anecdata, just for the sake of

it.

This drive has gotten monumentally worse in the last 20 years. It used to be only on big holidays was this a traffic nightmare. It is every weekend now. It is every weekday rush hour. The Massachusetts Turnpike is just overwhelmed by traffic. It's insane that we just do not have any viable intercity rail to anywhere other than along the existing spine.

Let me just move to a couple examples, back to my point on the art of the doable. In Alternative 2, there is a proposal to create a new run from Providence essentially to Hartford. Now, I happen to like Connecticut, northeast Connecticut, very much. The only thing is, there is not really a whole lot there. I think it's admirable to want to connect UConn onto the spine. The thing is, from a selling perspective to people, it's very difficult to get people to go along with the construction of this for something that might happen; whereas, if you run the alternative through Worcester, the second largest city in New England, and then connect down to Hartford, you've already got established population centers for which you're building to accommodate now, not hoping for future economic development.

Although I think it would be a great thing for northeast Connecticut, I just don't think it's as easy to sell this to people and to Senators and Representatives and to an increasingly skeptical public that doesn't want to spend anything on infrastructure.

Another example in that grain, as I say, I grew up in Long Island. I have lots of family there. I would love to have a tunnel underneath Long Island Sound. Robert Moses wanted to have a tunnel under Long Island Sound. Just, this is one of those things that I think, when people look at it, they say, "The cost is just going to be far, far too high. We can't even talk about this thing." And I give you as an example of that what happened to the ARC tunnel project in New York City between New York and New Jersey.

So I think we need to keep this in the art of the doable. And I should have started by saying I commend the FRA and all of the consultants that are on board with this project and helping this. I think this has been a very, very well-run process, a very well-publicized process, an open process.

I'm a little disappointed that we don't have more people here tonight, but I have been to several of these before, and I think the awareness is increasing of this. And the Boston Globe running its entire section last week in the Ideas section on the future of high-speed rail, I think it was excellent from a publicity standpoint. I think they could have done a little bit of a deeper dive, truthfully, but I'll

take what I can get at this point.

So, again, thank you all very much for putting this -- for the ongoing process and for this presentation and for coming up to visit. I hope that we can kind of get things on board, and I look forward to the Final EIS and the SDP to follow.

And, again, Senators and Representatives, pay attention, because we're paying attention. We're watching, and we're paying a lot of money for this, and we need better transport links.

Thank you.

MS. SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1802 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : William

Last Name : Carley

Stakeholder Comments/Issues :

I oppose Alternative 1 or any plan that threatens the town of Old Lyme, CT. Our community has fought for years to maintain the integrity of the town itself and we wish to preserve that integrity by opposing any rail system development that changes the town. I suggest no change to the existing rail access and routing.

NEC DEIS Comments - RECORD #2843 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Amy
Last Name : Carlile
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Additionally, as a Marine Scientist I am concerned about the environmental impact on coastal communities. At a time when spatial planners are starting to discuss strategies to "retreat" from the shoreline as sea levels rise, it does not seem prudent to plan a major development such as this.

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.

NEC FUTURE

Consider re-routing the Septa Chestnut Hill West line onto the former Reading line into Center City. A track connection just before CHW enters the NEC at North Philadelphia Station would remove these trains from the NEC and appears to be a simple fix.

~~Consider alternatives~~

Name: Alex Carlson

Address: [redacted]
Philadelphia PA 19147

Email: acarlson045@[redacted]

NEC FUTURE

Comment Card

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at **www.necfuture.com** or via email to **comment@necfuture.com.**

Thank you for your interest and input!

NEC FUTURE

Place Stamp Here

NEC FUTURE
U.S. DOT, Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

NEC DEIS Comments - RECORD #896 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Carol
Last Name : Carlson
Stakeholder Comments/Issues :

The impact of the NEC FUTURE plans are devastating for Old Lyme. The footprint of rail service is already significant in Old Lyme. The proposal places a huge burden on an historic town and all the residents, institutions, and businesses that have already accommodated rail and highway development.

NEC DEIS Comments - RECORD #642 DETAIL

Status : [redacted]

Record Date : 2/9/2016

First Name : Izabelle

Last Name : Carlson

Stakeholder Comments/Issues :

This threatens Connecticut wildlife

NEC DEIS Comments - RECORD #1171 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Linda

Last Name : Carlson

Stakeholder Comments/Issues :

I agree that repair needs to be made to the current railroad infrastructure; however, to alter the way of life for those who live and work on our precious Conn shoreline deserves very,very close scrutiny..Every aspect of the project should enhance our way of life..we live in small communities here and value our lifestyles greatly.

NEC DEIS Comments - RECORD #641 DETAIL

Status : [redacted]

Record Date : 2/9/2016

First Name : Zoe

Last Name : Carlson

Stakeholder Comments/Issues :

Lyme Academy

NEC DEIS Comments - RECORD #444 DETAIL

Status : [redacted]
Record Date : 1/31/2016
First Name : Thomas P.
Last Name : Carnevale
Stakeholder Comments/Issues :

I would like to have the draft EIS for the "northeast corridor future" mail to my address prior to commenting

NEC DEIS Comments - RECORD #296 DETAIL

Status : [redacted]
Record Date : 1/26/2016
First Name : Devin R.
Last Name : Carney
Stakeholder Comments/Issues :

Good Afternoon,

Please find attached testimony regarding the NEC Future Tier 1 Draft EIS. Additionally, do not hesitate to contact my office should you have any questions at: (860) 240-8700 or via e-mail.

Best,

Devin Carney
23rd District State Representative
Lyme, Old Lyme, Old Saybrook, Westbrook

Attachments : NEC Future Testimony From State Rep Devin Carney (2).pdf (52 kb)

State of Connecticut

HOUSE OF REPRESENTATIVES
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE DEVIN R. CARNEY
TWENTY-THIRD ASSEMBLY DISTRICT

LEGISLATIVE OFFICE BUILDING, ROOM 4200
300 CAPITOL AVENUE
HARTFORD, CT 06106-1591

CAPITOL: (860) 240-8700
TOLL FREE: (800) 842-1423
Devin.Carney@housegop.ct.gov

MEMBER
ENVIRONMENT COMMITTEE
HIGHER EDUCATION AND EMPLOYMENT ADVANCEMENT COMMITTEE
TRANSPORTATION COMMITTEE

January 26, 2016

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom It May Concern:

As State Representative for Old Lyme, an area where the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement affects, I strongly object to the proposal within "Alternative 1" wherein Amtrak's train tracks would be moved and would cut through the Town of Old Lyme. This proposal would have negative social and environmental impacts on the town, which I feel have not been properly taken into consideration.

There are worrisome eminent domain implications regarding this proposal that would destroy Old Lyme's infrastructure, community, and overall way of life. "Alternative 1" would negatively affect homeowners, the Old Lyme Historic District (including many shops, historic art galleries, the Florence Griswold Museum, and the Lyme Academy of Fine Arts), businesses, and the character within this quiet, beautiful community. Not to mention, the environmental impacts would be severe including additional pollution, the demolition of wetlands and open space, and the destruction of our natural resources.

I ask, before this process moves any further, that this proposal be removed from any current and future studies. In addition, I do not believe I or my constituents were given enough notice or time to digest this plan and the potentially drastic effects it could have on Old Lyme or the region. Therefore, I respectfully request, should this proposal not be removed, that there be a public hearing in Old Lyme, CT before the comment period ends on February 15th. The people of Old Lyme and the region deserve to have their voices heard on a proposal that would drastically alter their livelihood.

Thank you.

Sincerely,

Representative Devin Carney
Lyme, Old Lyme, Old Saybrook, Westbrook

CC: Congressman Joe Courtney
CC: Senator Chris Murphy
CC: Senator Richard Blumenthal
CC: State Senator Paul Formica
CC: First Selectwoman Bonnie Reemsnyder
CC: Commissioner James Redeker, Connecticut Department of Transportation

NEC DEIS Comments - RECORD #2825 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Carolyn

Last Name :

Stakeholder Comments/Issues :

I think the train would better serve ct if it went up rt 9.. across river where pratt & whitney exit 10, then over toward the casino it will open up the underdeveloped eastern area of CT. Then branches leading to the airport. Also get the Casinos, Pratt, Airport, involved.. it doesnt have to be high speed either more for a commuter, resident who lives in the state, NOT A PASS THROUGH CT to Mass & NY, DC, also must Employ Over 50% Qualified CT residents workers

NEC DEIS Comments - RECORD #1130 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Ernest

Last Name : Carosella

Stakeholder Comments/Issues :

I think railroads are a great thing, for passengers and for freight, but it seems the plans to reroute the NE corridor segment from Old Saybrook CT to Rhode Island as they've been presented are ill advised and foolish. A good sized electrified right of way exists. Why not improve it? Who stands to gain from this project? Construction Companies? Trying to cut right through centers of towns like Old Lyme CT will only invite litigation and delays in the overall improvements needed. What about the brand new lift bridge just completed (at taxpayers expense) in Waterford? This seems to me like, "get out of the way, the railroads coming through, and we can go wherever we want!" Do we have Amtrack or railroad barons of the old West?

NEC DEIS Comments - RECORD #2599 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Jennifer

Last Name : Carr

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2415 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Ramon
Last Name : Carreras
Stakeholder Comments/Issues :

It took me some time to evaluate the options after reading through most of the DEIS. I also had a chance to talk with a few friends who are also train riders on services that use the NEC or would be impacted by the options presented. Being a regular commuter (NJ Transit Morris and Essex) and occasional intercity rider, I have thought about all the implications I can think of for each of the presented alternatives.

Even sitting on a train leaving Hoboken this past Friday night I wondered if it made sense to push for Alternative 3 (the consensus amongst the friends that I have talked to is Alt 3 is the way to go) is the best way to go. I'm concerned about the reliability of services on the existing NEC spine with a new shiny spine. That said, I think by 2040, the investment that Alternative 3 would provide in terms of results will be the best way forward.

Alternative 3, with the path through Long Island seemed to be of interest to those I talked to about it but I think greater consideration would have to be given to what property takings, and surrounding impacts on people that there would be. It maybe slightly beyond scope but give consideration to a shared use cross-sound tunnel (similar to the arrangement used for the Euro Tunnel) since it may provide additional support to get it done.

Thanks for the chance to comment.

NEC DEIS Comments - RECORD #2279 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Jennifer
Last Name : Cartland
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Sincerely,
Jennifer Cartland

NEC DEIS Comments - RECORD #1889 DETAIL

Status : Pending

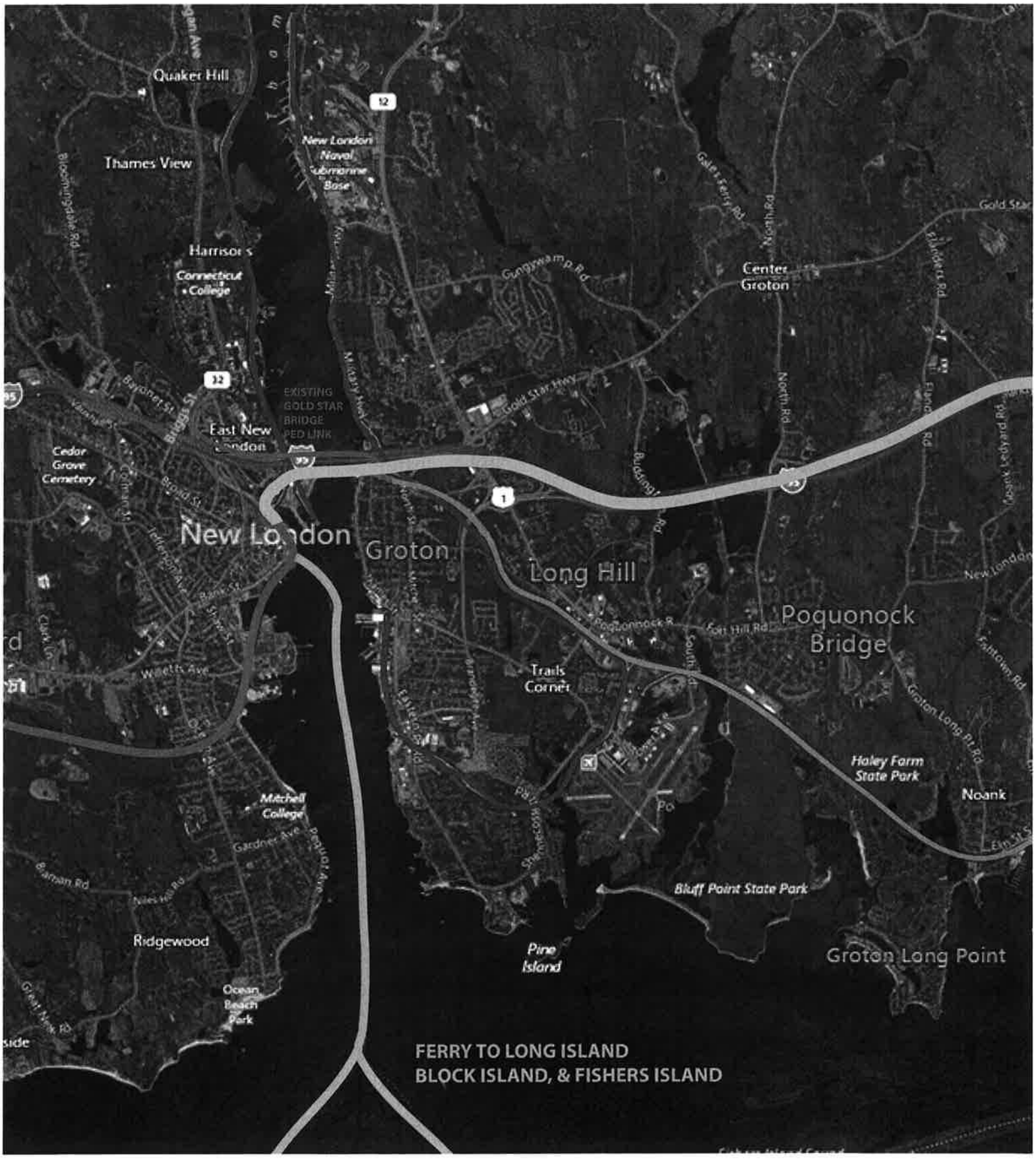
Record Date : 2/15/2016

First Name : Joan

Last Name : Caruso

Stakeholder Comments/Issues :

Please reconsider plans that will have such a negative impact on Lyme Academy College's future and the Old Lyme community in genera


Quaker Hill
Thames View
New London Naval Submarine Base
Harrisons
Connecticut College
Center Groton
EXISTING GOLD STAR BRIDGE PED LINK
East New London
Cedar Grove Cemetery
New London
Groton
Long Hill
Poquonock Bridge
Trails Corner
Haley Farm State Park
Noank
Mitchell College
Bluff Point State Park
Ridgewood
Pine Island
Groton Long Point
Ocean Beach Park
FERRY TO LONG ISLAND
BLOCK ISLAND, & FISHERS ISLAND

Subject: FW: Focus on New London-Westerly Segment - Older Segment Will Likely Become Greenway - New London Urban Hub, Rail-Ferry Dynamic
Attachments: New London - Westerly Segment.pdf

From: Rebecca.Reyesalicea@dot.gov [mailto:Rebecca.Reyesalicea[redacted]
Sent: Friday, November 13, 2015 12:50 PM
To: Siegel, Ruby; Anderson, Susan
Subject: FW: Focus on New London-Westerly Segment - Older Segment Will Likely Become Greenway - New London Urban Hub, Rail-Ferry Dynamic

From: Nicholas Caruso [mailto:nicholas.j.caruso@[redacted]
Sent: Thursday, November 12, 2015 9:58 PM
To: Reyes-Alicea, Rebecca (FRA)
Subject: Focus on New London-Westerly Segment - Older Segment Will Likely Become Greenway - New London Urban Hub, Rail-Ferry Dynamic

Dear Rebecca,

Only had a chance to skim some of the latest report, but thought the following note may be important.

Any new segment in Connecticut will likely lead to the older redundant segment being converted into a greenway. The towns and state gov have a low level of tolerance when it comes to funding, maintaining, and working around rail lines. The proposed New London / Mystic station will likely become the only stop between Old Saybrook and Westerly, in turn destroying the urban hub and rail-ferry link dynamics in New London. By chance, has the team considered an even smaller segment?...one that starts at the existing New London station, rises and spans over the Thames without a movable bridge, and then continues along the same proposed I-95 path to Westerly? Has the team considered making the Mystic Aquarium node along I-95 the new Mystic NER station?..seeing as the existing stop will likely cease to exist? Attached is a quick corridor map highlighting some of the conditions.

Sincerely,

Nick

NEC DEIS Comments - RECORD #721 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Gary

Last Name : Carver

Stakeholder Comments/Issues :

The corridor goes through too many wildlife refuges and other natural and environmentally sensitive areas. The environmental impact statement does not adequately reflect the negative impact. I am firmly against this proposal. I would much rather see an elevated line running along the I-95 corridor or along existing rail corridors.

NEC DEIS Comments - RECORD #669 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Carol
Last Name : Casey
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

NEC DEIS Comments - RECORD #1367 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Carolyn
Last Name : Casey
Stakeholder Comments/Issues :

While I understand the importance that high speed rail service holds for our economic development, I am opposed to Option number 1. This proposal would adversely affect a much valued historical area of our state. The charm and colonial integrity can not be compromised to provide this rail service. The trade off would be too costly to our identity as a state.

NEC DEIS Comments - RECORD #1031 DETAIL

Status : Action Complete

Record Date : 2/12/2016

First Name : Michael

Last Name : Casinghino

Stakeholder Comments/Issues :

If someone has forgotten,the job of the gov't. is to carry out the will of the people,NOT to tell the people what to do.The town of Old Lyme does not want their town destroyed by some high speed train cutting through the historic district.That is the will of the people.I live in Ct. and visit Old Lyme quite a bit,and i would just as soon keep it just the way it is,a beautiful,peaceful shoreline village.

NEC DEIS Comments - RECORD #2134 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Kyle
Last Name : Caspers
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven

NEC DEIS Comments - RECORD #1843 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Pasquale
Last Name : Cassella
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #280 DETAIL

Status : [redacted]
Record Date : 1/25/2016
First Name : James
Last Name : Cassidy
Stakeholder Comments/Issues :

PROVIDE MORE ROOM FOR COMMENTS!
Get a new logo! This is a big deal and the current logo screams "small; uncreative".
Use far fewer words in displays accompanying public presentations. I realize the project is large and complicated, but that is all the more reason to work hard at achieving brevity without sacrificing clarity.
These comments are based on my attendance at the 13 JAN Public Presentation in Hartford, and my review of the Highlights brochure downloaded from the NEC FUTURE website:
~ First and foremost: try to find a way to present the project background and options in a film or video with an absolute minimum of spoken words, remembering that many in the audience will not use English as a first language. The support of these folks will eventually be key to successful conclusion to this study and to its implementation.
~ CHOICES FOR THE NEC:
"Maintain and improve" - define these words and explain whether "maintain" speaks to physical or operational elements or both.
"Innovative approaches" - provide end-to-end "out-of-the-box" thinking about all elements of various options.
"State of good repair" - this must be the absolute minimum of any and all options.
"Protect freight rail access" - get real creative here! Freight at night or on weekends along daily commuter lines?
~ NO ACTION ALTERNATIVE:
Is this really a choice? It seems more like a "guaranteed to lose" option. It is the scariest, because while the initial cost is likely the lowest, the long term costs in terms of lost economic and employment opportunities may far exceed the eventual costs of the most expensive option.
Please explain the concept of "level-of-service".
Hudson River choke point: why is 6K passengers/hour in 2040 capacity excess a critical benchmark? What happens at 3K/hour excess by 2020? Will this result in an irreversible decline in rail traffic in favor of something more reliable?
ALTERNATIVE 1 - MAINTAIN:
Please provide one of the following for NEC description: total miles of right-of-way or total track miles, whichever will best fit the context of the explanation of benefits and better understanding of the scope of the improvements suggested at each alternative.
Define the term "intercity service". Is this a new level of service between major cities (NYC, New Haven, Hartford, Boston) leaving out interim stops normally associated with those routes? Will this be achieve primarily with new equipment/new staff?
What portion (percentage or track miles) of the current corridor is currently served "high speed" service and what is the definition of that speed (79mph; 120mph)? What percentage/track miles will be served by 160mph? What is the benchmark for calculating the reduction in travel time (35, 65, 175 minutes)? Where does Acela service fit in here?
Please provide a clear, concise explanation of current difficulties with providing resilience along the coastal route that necessitates the new segment.

Please provide more detailed information about the proposed route of the new segment. At the public hearing I attended, the municipal official from Old Lyme, CT seemed to possess more detailed knowledge for her town than seemed to be available to the rest of us.
Please provide some context for the 69M annual trips shifted from other modes to passenger rail.
~ ALTERNATIVE 2 - GROW:
Please explain new interconnectivity to Connecticut River Valley. Is this a result of the HFD-Storrs-Providence segment, or the new HFD-SPG high(er) speed, more frequent service?
How does "increased capacity" for through trips get computed? Compared to what?
Is the 5X increase in Intercity service based on what is provided in Alternative 1 or on some other metric?
Please define "majority of corridor" for 160mph top speeds (percentage or track miles).
Please provide a simple graphic comparing reductions in travel times for each alternative (with some reference to current travel times).
~ ALTEERNATIVE 3 - TRANSFORM:
In the map legend, please designate the "second spine" as a separate entity with 2 sections (northern and southern). Since the second spine concept seems to be the best hope for the future, please provide enough detail and explanation to make it very clear. For instance, is the second spine totally within the NEC corridor right-of-way for the entire length, or is it composed of some shared r-o-w and some track distinctly parallel to the existing r-o-w?
It appears "new track", shown in green, does not have a comparable entry on the map.
~OVERALL COMMENTS ON PLAN:
* Manage expectations as to costs. Once a cost is stated, no matter how many weasel words are included, we public will remember those numbers and use them to judge the eventual plausibility of the final alternative.
* While the current effort is billed as a "draft EIS", I, for one, have little confidence in the federal (or state and municipal) government adequately addressing critical environmental, cultural, or personal life issues that such a venture is certain to produce. As another participant in the Hartford hearing put it so well: "there will be pain and suffering" produced by such monsters as the use of "eminent domain", but this must be explained and managed at every step of the process.

Having said all of the above, my vote goes to the TRANSFORMATIVE ALTERNATIVE, fully mindful of the high cost and the many other pitfalls that await. I am not very hopeful of its adoption because I believe it will involve a major cultural change that I am not certain that the USA is ready to undergo. But, I am willing to work toward its success!

NEC DEIS Comments - RECORD #1399 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Susan
Last Name : Castellan
Stakeholder Comments/Issues :

I oppose Alternative 1 and advocate Alternative 2. I am concerned about the impact on Old Lyme and surrounding communities. These historic places are an irreplaceable part of our national heritage. The added cost to go inland as in Alternative 2 in small when compared to other governmental expenses. Also, global warming will have strong future impact on coastwise infrastructure.

NEC DEIS Comments - RECORD #318 DETAIL

Status : [redacted]
Record Date : 1/27/2016
First Name : Eileen
Last Name : Castellano
Stakeholder Comments/Issues :

I am firmly opposed to the plan to put a high speed rail system that will go through Garden City. It would devastate our community, Eileen Castellano, resident of Garden City, New York
Sent from my iPad

NEC DEIS Comments - RECORD #2421 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Steven
Last Name : Castiglioni
Stakeholder Comments/Issues :

Retain and improve the route through PROVIDENCE. As New England's second largest city, second largest metro, and second largest port, it is critical that Providence be one of the major Acela and freight destinations of the NE corridor.

As the commercial, business, industrial, educational, and cultural center of southeastern New England, Providence must be a key destination of any plan.

NEC DEIS Comments - RECORD #1711 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Chrisitne
Last Name : Castonguay
Stakeholder Comments/Issues :

Alternative 1 as proposed in the Tier One Draft would adversely impact the town of Old Lyme, Connecticut in ways both measurable and immeasurable. Although Alternative 1 is the least expensive plan other than the no alternative plan, this plan would only benefit commuters for a very short time as stated in the proposal-the year 2040. Weighing this fact coupled with the negative impact a high speed rail would have running through the middle of the historical and school district of town as well as the negative impact on the environment and fragile eco systems that are so important to the community, this option is simply unacceptable.

NEC DEIS Comments - RECORD #584 DETAIL

Status : Action Complete

Record Date : 2/7/2016

First Name : Jack

Last Name : Castonguay

Stakeholder Comments/Issues :

As a resident of Old Lyme, I have grown to know and love my town as a peaceful, quiet place with a very unique ecosystem. The natural landscape is stunning, and most in the community have found a way to regularly enjoy being surrounded by such beauty. In my 10+ years growing up in this town, I have, on countless occasions, seen painters trying to captivate the natural beauty, dog walkers and hikers all over the trails that lead through the wild, promposals executed among the marsh banks, kayak rides along the available waterways that thread through the marshland, senior pictures taken in the inviting landscape, and so much more. I remember the sense of pride that surged in my classmates and my hearts when we found out that our community's efforts to preserve the habitat of the osprey and other threatened species had a direct, positive effect on their numbers. I sincerely hope that Old Lyme forever remains as pristine and abundant with the marshland nature that we as a community have always known and loved, and I hope that this post and others like it will inspire you to abandon the disruptive current plans.

NEC DEIS Comments - RECORD #659 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Max
Last Name : Castonguay
Stakeholder Comments/Issues :

You CANNOT install this railway!! It will not only increase taxes for Old Lyme residents, but more importantly will destroy our fragile wetlands!! These wetlands are home to many endangered species, such as the osprey, and is extremely important for our local biodiversity! All residents of Old Lyme are against this. Although it may make travel a tiny bit easier, it will destroy the ecosystems of Old Lyme, which are much more valuable. Aditionally, these wetlands provide biological services to us each year, such as water filtration, and the monetary value of this process is greater than any economic gain you hope to incurr from this railway. The preservation If nature is MUCH more important in the long run.

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.

NEC FUTURE

I SUPPORT ALTERNATIVE 3 WITH THE POSSIBILITY OF NEW PARALLEL LINE BEING MAGLEV. I ALSO SUPPORT THE ADDITION OF A PARALLEL BIKE PATH WHEREVER POSSIBLE, ESPECIALLY ON ANY NEW BRIDGES.

PLEASE INCLUDE ME IN ANY FUTURE MAILINGS.

Name: PATRICK CASTONGUAY

Address: [redacted]
GERMANTOWN, MD 20874

Email: PTCASTONGUAY@[redacted]

NEC FUTURE
U.S. DOT, Federal Railroad
Administration
One Bowling Green, Suite 429
New York, NY 10004

Place
Stamp
Here

NEC FUTURE

Comment Card

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at **www.necfuture.com** or via email to **comment@necfuture.com.**

Thank you for your interest and input!

NEC DEIS Comments - RECORD #418 DETAIL

Status : [redacted]

Record Date : 1/30/2016

First Name : Christopher

Last Name : Caulfield

Stakeholder Comments/Issues :

This plan would be incredibly disruptive and destructive to the environment, culture and historic nature of the town of Old Lyme, CT. NEC must find an alternative solution, which might just be elevating the current route along the shoreline.

NEC DEIS Comments - RECORD #1093 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Sharon

Last Name : Caulfield

Stakeholder Comments/Issues :

I protest in every way the railroad being rerouted
Through Old Lyme and other Shoreline towns
The charm and history of these towns will be
Forever lost.as well as the economic.In particula
Real estate and tourists.It would be devastating.to
This region .Please reconsider.

NEC DEIS Comments - RECORD #1308 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Althea
Last Name : Caulkins
Stakeholder Comments/Issues :

Our family's opposes the changes that are being proposed for the rail system cutiing through Old Lyme as they would greatly impact the integrity of our wonderful and historic town.

NEC DEIS Comments - RECORD #943 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Kenneth

Last Name : Cavanaugh

Stakeholder Comments/Issues :

Why was the announcement muzzled. Nobody in Old Lyme is in favor of putting a railroad through the heart of the Old Lyme Historical District.

NEC DEIS Comments - RECORD #1602 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name : cdelbuono
Stakeholder Comments/Issues :

To whom it may concern:I have just learned about the proposed track to run through Old Lyme and I cannot stress enough how this is a bad idea for our community.We have been trying so hard to turn this area around economically and environmentally that this would destroy everything! It is unacceptable! It will destroy our property value and quality of life here. The communities need to be heard and respected - we are NOT OK with this plan.Sincerely, Catherine Del Buono[redacted]

NEC DEIS Comments - RECORD #44 DETAIL

Status : [redacted]
Record Date : 12/4/2015
First Name : charles
Last Name : cecil
Stakeholder Comments/Issues :

Thanks very much for all the hard work and for your efforts to protect the environment. However, a little less focus on the environment and a little more focus on the functionality of the rail system and fulfillment of the railroad's paramount objective (moving people and freight from place to place) would be appreciated by all of us along the NEC.

Office of the County Executive

Tari Moore
County Executive

Alfred C. Wein, Jr.
Director of Administration

Office: 410.996.5202
Fax: 410.996.1014

Department of Planning and Zoning

Eric Sennstrom, AICP, Director
410.996.5220
410.996.5225
Fax: 410.996.5305

County Information
410.996.5200
410.658.4041

CECIL COUNTY, MARYLAND

Department of Planning and Zoning
200 Chesapeake Boulevard, Suite 2300, Elkton, MD 21921

24 November 2015

Rebecca Reyes-Alicia
NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: NEC FUTURE Tier 1 Draft Environmental Impact Statement

Dear Ms. Reyes-Alicia:

Thank you for the opportunity to review the referenced document and to comment, as follows:

1. The language in the introduction needs to focus less on the region's economy and more on the region's importance to the whole nation's economy. All spending bills come out of the House, and the states proposed to be affected are represented therein as follows:

CT	5 Seats
DE	1 Seat
MA	14 Seats
MD	8 Seats
NJ	12 Seats
NY	27 Seats
PA	18 Seats
RI	2 Seats
VA	11 Seats
Total:	98 Seats **out of 435** (and in the Senate, only 18 **out of 100**). That's only 22.5% and 18%, respectively.

Moreover, this cannot be seen as pork for just the NE Corridor states, with any expectation that it will clear either house.

2. Freight movement needs to be emphasized more. First, the specific freight railroad stakeholders need to be identified. Second, the fact that more rail ridership frees up highway capacity, enhancing mobility for truck freight movement (so important along the NE Corridor) needs to be articulated. Third, considering the point above, the lane-miles of highways that would not have to be built as a result of each of the enumerated alternatives needs to be quantified (under the "Sustainability" section).

3. In terms of improving passenger rail service, one way to do so is increasing reliability. What with well-documented documented delays for regional commuters owning to issues with electrical lines, serious consideration should be given to converting from electrical to diesel power. Not only would that increase reliability while decreasing right-of-way maintenance costs, it would also reduce new segment and northern route implementation costs.

4. Alternative 2 is touted as providing "five times as much intercity service and more than doubles peak-hour Regional rail service." Yet, the "Evaluating the Alternatives" section reveals that those respective 400% and 100% service increases yield only 21.18% increase in aggregate rail ridership. In turn, that 21.18% ridership increase comes at the cost of an extra $115 billion (a 475% increase).

5. Alternative 2 is shown with a New Segment through western New Castle County, Delaware and virtually the entirety of **Cecil County, Maryland**. The areas at which the New Segment would divert from the present NEC are culturally- and historically-significant, incorporated employment and population centers. In fact, if Wilmington, Delaware did not exist, then the Elkton, Maryland – Newark, Delaware urbanized area would qualify to have a Metropolitan Planning Organization (MPO) of its own. A more careful consideration of Environmental Justice needs to take place (if not part of the NEPA process, then when?).

6. Alternative 3 is the most expensive. Alternative 3's technical, financial, and ridership projection details associated with the proposed rail crossing of Long Island Sound component need to be articulated – albeit at a macro level.

7. Alternative 3 is touted as providing "six times as much intercity service and up to three times the amount of peak-hour Regional rail service." Yet, the "Evaluating the Alternatives" section reveals that those respective 500% and up to 200% service increases yield only 33.26% increase in aggregate rail ridership. In turn, that 33.26% ridership increase comes at the cost of an extra $270 billion (a 1450% increase).

8. The methodology of future ridership calculations by alternative is curious. Alternatives 1 and 2 respectively shift 69 and 93 "million annual trips from other modes to passenger rail," which are corroborated in the "Evaluating the Alternatives" section. However, Alternative 3 is touted to shift "141 million annual trips from other modes to passenger rail," while the figure in the "Evaluating the Alternatives" section says 146. Why the discrepancy?

9. Alternative 1 nets 69 million more annual trips at an addition cost of $45 billion, or $652.17 per trip. Alternative 2 nets 93 million more annual trips at an addition cost of $115 billion, or $1,236.56 per trip. Alternative 3 nets 141 (or is it 146?) million more annual trips at an addition cost of $270 billion, or $1,914.89 per trip. **Interesting!**

Cost per @ Additional Annual Trip	
Alternative 1	$652.17
Alternative 2	$1,236.56
Alternative 3	$1,914.89

10. Fiscally and operationally, how does the proposed, high-speed mag-lev service between Baltimore and Washington, D.C. fit into this plan?

Again, thank you for the opportunity to review and comment.

Sincerely,

Anthony J. Di Giacomo, AICP
Principal Planner

cc: Hon. Tari Moore, County Executive
Alfred C. Wein, Jr., Director of Administration
Eric S. Sennstrom, AICP, Director of Planning

NEC DEIS Comments - RECORD #2578 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Jim

Last Name : Celone

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1153 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Rebecca

Last Name : Cephas

Stakeholder Comments/Issues :

I feel the public should be able to view a proposal of where the tracks are going to be placed. Communities should have a say in not only them being placed but where as well.

NEC DEIS Comments - RECORD #2179 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Richard
Last Name : Cerniglia
Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #362 DETAIL

Status : [redacted]
Record Date : 1/29/2016
First Name : Bruno
Last Name : Cerrone
Stakeholder Comments/Issues :

I am opposed to this project first as a Garden City resident, secondly as a Long Island resident and thirdly as a U.S. Tax payer

Before building a new train we should invest in and address the problems with the Long Island railroad. I would also question the viability of adding an Amtrack train to what seems the sole purpose is to get people to Conneticut. As for Amtrack the government should invest that money in creating a real high speed cost effective super train from NY to Boston and other hubs on the East coast. Currently air travel is faster and cheaper - adding a train on Long Island is not going to improve all of the other infrastructure issues with Amtrack

NEC DEIS Comments - RECORD #335 DETAIL

Status : [redacted]
Record Date : 1/27/2016
First Name : Mandi
Last Name : Cerrone
Stakeholder Comments/Issues :

I am opposed to "Alternative 3" in Long Island. Please note I am also disturbed by the lack of notice our community HS had in regards to these proposals.

NEC DEIS Comments - RECORD #2767 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Frank
Last Name : Ceruzzi
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2481 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Marie

Last Name : Cervero

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1072 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Rachael M.
Last Name : Gaudio
Stakeholder Comments/Issues :

To Whom it May Concern,

Please find attached comments from Connecticut Fund for the Environment on the NEC Future project. Thank you for your time.

Best,
Rachael M. Gaudio

--

Rachael M. Gaudio, Esq.
Peter B. Cooper Legal Fellow

Connecticut Fund for the Environment
And its bi-state program Save the Sound
142 Temple Street, Suite 305
New Haven, CT 06510
rgaudio@ctenvironment.org<mailto:rgaudio@[redacted]
[redacted]

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Connecticut Fund for the Environment

Save the Sound®
A program of
Connecticut Fund for the Environment

February 12, 2016

NEC Future
Rebecca Reyes-Alicea
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: Tier 1 Draft Environmental Impact Statement for NEC Future: A Rail Investment Plan for the Northeast Corridor

Dear Ms. Reyes-Alicea,

Connecticut Fund for the Environment ("CFE") and its bi-state program Save the Sound submit the following comments on the Tier 1 Draft Environmental Impact Statement (DEIS) for NEC Future: A Rail Investment Plan for the Northeast Corridor. CFE is a state- and region-wide nonprofit organization concerned with the environments of Connecticut and New York, as well as the health of Long Island Sound.

First, CFE is disappointed that the public comment period was only extended for such a short period. 60 to 90 days would have been preferred given the vast materials contained in this DEIS. Rail expansion is an important issue that has the potential to affect millions of people and natural resources along almost 500 miles of the east coast. The documents associated with the DEIS are extensive, and many stakeholders would have appreciated more time to review and study the materials. Additionally, an extended comment period would give Connecticut citizens more time to compare the DEIS with Governor Malloy's "Let's Go CT" Transportation Plan.

CFE believes the DEIS is facially inadequate. The materials do not give enough information to sufficiently support a particular alternative. More must be done to provide citizens with a better idea of the proposed rail line's exact location, an evaluation of potential impacts in each municipality traversed, and, for Alternative 3, which route will ultimately be selected. Alternative 3 is an alternative containing alternatives, which is confusing to stakeholders. For more clarity, each of the alternatives within Alternative 3 should be considered separately.

CFE is especially concerned about the lack of definite information concerning specific environmental costs. Sweeping and vague characterizations of environmental impacts are not acceptable for a project that has the potential to destroy various ecosystems along almost 500 miles of the eastern seaboard. The most affected areas on the entire route lie in Connecticut and Rhode Island. These two states could have thousands of acres of undeveloped land, water, and

mineral resources put in danger, as well as hundreds of terrestrial and aquatic species—many of which are threatened or endangered.[1] Furthermore, the DEIS doesn't address where a Connecticut River crossing for the rail would go in any of the Alternatives. The building of a bridge will substantially effect the surrounding environment and the area downstream. Such a gaping hole in the DEIS is not acceptable.

The Long Island Sound crossing in Alternative 3, and the lack of any meaningful environmental analysis of the impacts, is particularly alarming. Long Island Sound is an irreplaceable resource and is responsible for an estimated $17-36 billion of economic activity in the region annually.[2] The proposed tunnel in Alternative 3 can potentially cause substantial disruption to natural resources, including water, land, wetlands, and wildlife. We are equally concerned that the DEIS does not include potential environmental consequences resulting from the construction of such a tunnel. Four million people call the Long Island Sound coastline home, and 9 million live within its watershed.[3] Additionally, the Sound contains 1,200 invertebrate species, 170 fish species, and dozens of migratory bird species.[4]

CFE is also concerned about the environmental impacts and financial costs of Alternative 3. While the climate and ridership benefits of Alternative 3 could be significant, the costs–both environmental and economic–are enormous and of a different magnitude. Overall, this alternative has the greatest impact on Ecologically Sensitive Habitat (ESH) and will affect prime timberlands, floodplains, prime farmland, coastal zones, and wetlands. The route would also pass through areas with high concentrations of hazardous waste and contaminated material sites.

Alternative 1 would result in the fewest environmental impacts, and is most consistent with smart growth and existing investment in infrastructure. This alternative would be synergistic with and build upon the gains in Governor Malloy's "Let's Go CT" Transportation Plan. Governor Malloy has proposed substantial improvements for the Metro-North New Haven line to New York City. Additionally, to save time, improve travel reliability, and boost the state's economy and wages, Malloy is proposing to fully utilize the tracks along the commuter rail line. Currently, only two or three of the four tracks are in service at any time due to maintenance. By improving existing rail, all tracks can be used without the need to add additional rail.[5] Alternative 1 seems consistent with and builds upon these called-for improvements.

Alternative 2 lies between Alternatives 1 and 3 in terms of environmental impacts. It is unclear, however, why a route that follows the I-84 corridor to Worcester, Massachusetts was not considered or proposed for Alternative 2. By doing this, the rail route would follow existing road infrastructure. This could limit further environmental harm in the area and prevent seemingly needless destruction of undeveloped areas along other proposed routes. For example, the space between Hartford and Providence is largely undeveloped and contains large areas of prime timberland and floodplains.

---

[1] NEC Future, Tier 1 Draft Environmental Impact Statement, Table 7.1-2: Summary of Effects (totals).
[2] Earth Economics, "The Trillion Dollar Asset: The Economic Value of the Long Island Sound Basin", available athttp://www.eartheconomics.org/FileLibrary/file/Reports/Earth%20Economics%20Long%20Island%20Sound%20Basin%202015%20Final%20Report.pdf.
[3] Long Island Sound Study, "What Makes Long Island Sound Special?", available at http://longislandsoundstudy.net/about-the-sound/what-makes-it-special/..
[4] *Id.*
[5] Susan Haigh, "Malloy: New Haven Line improvements will improve reliability," Associated Press, November 20, 2015, *available at* http://wtnh.com/2015/11/20/malloy-new-haven-line-improvements-will-improve-reliability/.

Another area requiring additional assessment is the possibility of utilizing green infrastructure along the rail corridor. Green infrastructure offers pollution mitigation, flood control, and resiliency opportunities along the rail line. Surprisingly, the DEIS does not evaluate such best management practices. We request that these opportunities be fully explored in the Final Environmental Impact Statement (FEIS).

In the FEIS, CFE believes there should be more of an emphasis on the resiliency of the rail system. By following existing rail and transportation structures, we can use the money and resources invested to make transportation corridors which will remain where they are more useful and more resilient. If we ignore and under-fund our existing corridors in favor of creating new ones, we may create new problems without addressing existing ones.

In conclusion, Connecticut Fund for the Environment requests the Federal Railroad Administration to provide more information about the specific impacts expected with each Alternative. Without this information, it is unfair to request comments on the "best" alternative. We urge you to rule out blasting a tunnel under Long Island Sound, as proposed in Alternative 3. Finally, we urge you to proceed with an alternative that follows and builds upon existing transportation corridors and leverages existing investments Connecticut is making to build faster and more resilient transportation lines while reducing greenhouse gases.

Sincerely,

Rachael M. Gaudio
Legal Fellow
CT Fund for the Environment
rgaudio@ctenvironment.org
(203) 787-0646 ext. 108

Roger Reynolds
Legal Director
CT Fund for the Environment
rreynolds@ctenvironment.org
(203) 787-0646 ext. 105

NEC DEIS Comments - RECORD #2732 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Lindsay
Last Name : Suhr
Stakeholder Comments/Issues :

To Whom It May Concern:

I submit the attached comments on behalf of the Connecticut Forest & Park Association.

Thank you for your consideration,

Lindsay Suhr
Land Conservation Director
Connecticut Forest and Park Association
lsuhr@ctwoodlands.org<mailto:lmichel@[redacted]
860-346-TREE
16 Meriden Road
Rockfall, CT 06481
http://www.ctwoodlands.org/land-conservation
www.facebook.com/CTForestandParkAssociation<http://www.facebook.com/CTForestandParkAssociation>

Sign up for our Email Newsletter<http://visitor.constantcontact.com/d.jsp?m=1102343283328&p=oi>

[https://imgssl.constantcontact.com/ui/images1/safe_subscribe_logo.gif]<http://www.constantcontact.com/safesubscribe.jsp>

Connecticut Forest & Park Association
Connecting people to the land since 1895

16 Meriden Road
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Connecticut 06481-2961
Tele: 860-346-TREE
www.ctwoodlands.org

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom It May Concern:

I submit these comments to the NEC Future Tier 1 Draft Environmental Impact Statement (EIS) on behalf of the Connecticut Forest and Park Association, Inc. (CFPA). CFPA protects forests, parks, walking trails and open spaces for future generations by directly conserving land and connecting people to the outdoors. Since 1895, CFPA has had a leadership role in forest conservation in the state with a special focus on conserving large blocks of un-fragmented forests. CFPA is also the steward for over 825 miles of Blue-Blazed Hiking Trails in Connecticut. We applaud the effort that went into this very lengthy process, but have a number of concerns that we feel need to be addressed during the next planning phase.

Our primary concern after reviewing the EIS is that the maps are not sufficient to truly analyze the impacts associated with this project. It is not clear exactly where the intended new rail lines would sit on the landscape and many protected parcels including land trust properties, private properties conserved with conservation easements, and municipal lands are not taken into account. Additionally, just from the general locations of the new rail lines, we can tell that some alternatives will cross sections of our Blue-Blazed Hiking Trails, but without more detailed maps, we cannot tell what the impacts will be. These trails are considered Connecticut state greenways and important recreational resources for communities across the state. Particular trails that have the potential to be affected are the Paugussett Trail, the Quinnipiac Trail, the Shenipsit Trail, the Nipmuck Trail, the Natchaug Trail and the New England National Scenic Trail (one of only 11 National Scenic Trails in the country). Providing a geospatial line for the public to insert into their own geographic information systems (GIS) will allow interested parties to better assess the impacts that the project will have on natural and recreational resources.

CFPA has been an advocate for the state's natural resources since its inception and continues to put forth a conservation agenda every legislative session. Protecting Connecticut's state forests and parks is of utmost importance. In 1997, the Connecticut general assembly set a goal of preserving 21% of the land area of Connecticut for open space. Alternatives 2 and 3, with their vast acreages for conversion, will likely result in a setback to this land conservation goal. These conservation resources increase the quality of life in the state and contribute over 1 billion dollars and 9,000 jobs a year. Putting a new railway right through the middle of these valuable public places will completely change them from quiet places of escape and solitude. With the vast expanses of development and pavement in Connecticut, the public needs these quiet escapes to refresh and recharge away from the pressures of everyday life.

One particular area that is of great concern is Northeast Connecticut, which is proposed to be traversed by Alternatives 2 & 3. This area is known as the Quiet Corner and provides an important connection for wildlife

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Tele: 860-346-TREE
www.ctwoodlands.org

moving north and south from northern New England to Long Island Sound. This area was designated as part of the Last Green Valley National Heritage Corridor by Congress in 1994. Large tracts of open forest and farmland including Natchaug State Forest and Mansfield Hollow State Park provide sanctuaries for migrating species and the relatively sparse development in this region makes it a stronghold for many species. Bisecting this region with a railway will immediately create forest fragmentation which will change many forest interior habitats. Many species rely on large unbroken tracts of forest for breeding, feeding, etc. and when these forests are cut with roads, railways, or development, edge habitats are created. These edges cause an increase in predation, an increase in sunlight that changes species composition, and ultimately many of these factors lower survival rates for key interior species. The railway will also have a compounding effect on these increasingly rare habitats. Once a rail line is established in this area, it will increase the development pressure on the region causing more land conversions and ultimately reducing the amount of available forest or open space for wildlife.

Additionally, the EIS very clearly states that no field investigations occurred as part of the analysis. Without field investigations, it is impossible to know the true impacts to key habitats like high-quality wetlands and vernal pools or rare pitch pine forests which often are not represented in current GIS data. These sites are home to rare species and important breeding habitats that cannot be replaced when destroyed.

Lastly, as a land conservation organization that has been working on land acquisition in Connecticut for decades, Alternatives 2 and 3 do not seem feasible or cost effective. Connecticut is a densely populated state with mostly small acreages spread across the landscape. When doing landowner outreach along our trails system, we often interact with over 20 landowners in less than one mile. With property costs averaging some of the highest across the country, the cost of solely acquiring the land needed to establish these new corridors would be exorbitant and would take decades to accomplish if even possible.

Thank you for your consideration of CFPA's comments.

Sincerely,

Eric Hammerling
Executive Director

NEC DEIS Comments - RECORD #1830 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Vishnu

Last Name : Chakravaram

Stakeholder Comments/Issues :

University of new haven is a very good school and has lot of historic importance. Students can get to learn in that peaceful environment. If the school is disturbed by rail track through it thousands of students will be troubled. Today's students are tomorrow's citizens.

NEC DEIS Comments - RECORD #1575 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Herb

Last Name : Chambers

Stakeholder Comments/Issues :

I own property at [redacted] Old Lyme and I object to the relocation of the rail track going north of the existing railroad bridge in Old Lyme.
Herb Chambers

Sent from my iPhone

NEC DEIS Comments - RECORD #2690 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Maryanne

Last Name : Champagne

Stakeholder Comments/Issues :

I am against a tunnel coming into Milford Harbor!!!!!

NEC DEIS Comments - RECORD #1734 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Francis
Last Name : Chan
Stakeholder Comments/Issues :

I am a strong supporter of public transportation, high speed train service along the major cities of the Northeast corridor is essential to the economic growth and alleviation of highway traffic.

I would like to submit a comment on the Tier 1 Draft EIS. Of the 4 alternatives put forth (3 new alternatives plus the status quo), alternative 2 makes the most sense for it reduces the travel time between Wash, DC and Boston by a significant amount of time with a cost in the middle of the 3 new alternatives. Alternative 2 also links the major cities in the northeast (Western CT, New Haven, Hartford, Storrs (yes, it is a major city when school is in session), and Providence. Alternative 3 is ambiguous but cost is likely prohibitive. Alternative 1 makes the least sense, it does not reduce travel time significantly and it will disrupt the economy of eastern Connecticut with Old Lyme and East Lyme bearing the cost and little benefit.

NEC DEIS Comments - RECORD #2188 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Barun
Last Name : Chandra
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1313 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Harlen
Last Name : Chapman
Stakeholder Comments/Issues :

Take Alternative 1 off the table

NEC DEIS Comments - RECORD #1235 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Judith

Last Name : Chapman

Stakeholder Comments/Issues :

I am sure you can come up with a plan that will not ruin Old Lyme. How can you disregard an historic street to try and gain a half hour in time? Totally opposed to your plan to parallel I-95 and go through the Academy's area.

NEC DEIS Comments - RECORD #947 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Raphael

Last Name : Chapman

Stakeholder Comments/Issues :

extending the Line into Richmond VA would bring more between VA to the Washington Community.

NEC DEIS Comments - RECORD #1298 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Robin

Last Name : Charney

Stakeholder Comments/Issues :

No passage through old Lyme: do not pass plan1

NEC DEIS Comments - RECORD #1330 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Wade
Last Name : Chartier
Stakeholder Comments/Issues :

Nooooo

The next speaker is David Chase.

MR. CHASE: Thank you. My name is David Chase. I'm a private citizen, retired.

There's a fantastic amount of information here that lays out a growth plan for New England -- well, for the Northeast Corridor. I'm going to just talk about New England. A lot of challenges. I think a lot of place where there would have to be a lot of compromise, a lot of give-and-take.

There was one comment in the presentation where there was a sense that there would be less impact of building along the existing corridor than there would be on the new corridor. I would ask them to go back and think about that, look at that.

In the report it talks about having two tracks -- I forget what the alternative was -- through Fairfield County along the existing four-track New Haven line. I'm not sure that's a very practical idea. We have 95. You have development backed up to the railroad. So they had it on one slide as far as what they're going to evaluate, they have constructability. That's a very, very important item, as you look at anything you're doing along the existing corridors.

Several years ago the DOT commissioner made a comment when asked when the work on 95 would stop. I'm pretty sure he said "Never." And I think I could say the same thing about the New Haven line. There's a lot of work going on there. Just to keep it in a state of good repair there will be work forever.

I think probably as far as a new alignment, it may be a good idea for high speed. I think it should be considered just as that, using a European model, and I think it's been studied before. You have a sealed corridor, you have two tracks, high-speed trains. It maybe makes no stops between New York and Boston. It may make one stop. You start stopping that train, you're going to lose all your time savings.

So I think that needs to be probably realistically looked at. If you're going to have that high-speed service, you're not going to make local regional stops. So I think that needs to be really better defined, thought about, and let that stand on its own. If you do need to stop every 25 miles to get enough ridership, you don't have the high-speed service anymore, and the people that are going to Boston to New York aren't going to get on board. I think that's very important to look at, and I think they are.

Throughout it all they're talking about maintaining existing levels of service, existing railroad. They're not talking about getting rid of any of the railroad, I think just building on top of it. But I think you have to be very

careful how you do it and where you do it.

The last thing I'd say is, as a citizen of Connecticut, I'm concerned for how it gets paid for. A lot of this is improvements that are necessary or for state of good repair for the commuter service. In the reports it doesn't talk about: Is it FRA money? Is it Amtrak money? Is it city money? Is it state money? And I think probably you need to start presenting that.

How much of this, say, the three alternatives -- I think it was 280 billion? 290 billion? A big number. So how much of that do they think will come from the state, the commuter agencies, now called Regional Rail?

Lots to think about. I think probably trying to make all these decisions in a year is optimistic. I think these are decisions that are going to be made over 40 years. Thank you very much.

HEARING OFFICER SIEGEL: Thank you, Dave.

NEC DEIS Comments - RECORD #729 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Margaret
Last Name : Chasson
Stakeholder Comments/Issues :

The Patuxent Wildlife Area is a unique sanctuary in our area. It is not a good place for a rail line .Alternative locations for the rail should be given more consideration - it is always easy to use undeveloped land, but when especially when such land is scarce. But that is all the more reason not to use it for rail purposes. We must preserve some places for birds and wildlife along this river.

Margaret Chasson

NEC DEIS Comments - RECORD #2757 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Timothy

Last Name : Chaucer

Stakeholder Comments/Issues :

Any proposal to tunnel under Long Island Sound is absurd. Common sense dictates that this would be a massive waste of taxpayer money and have a huge and detrimental effect on this L.I.Sound estuary. Milford Harbor is one of the few harbors without a RR bridge at the entrance making it a special harbor for sailing vessels. It is also a State designated Wildlife Refuge since 1931. See Milford Refuge Act. Long Island Sound should not be traversed by tunnels or bridges. It is a rich estuary filled with wildlife including marine mammals, avian life, and invertebrate life. We must not worry about speeding up. As humans, we must slow down and enjoy the wild places we are blessed to have in Connecticut. Milford, Ct. and Old Lyme are historic areas and their character is what makes New England special. These towns and other coastal towns should not be subject to massive spending projects for minimal gain.

NEC DEIS Comments - RECORD #2895 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Georgia
Last Name : Chavent Morgan
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts and other historical, tourist locations along the CT River that are so necessary to our economy in CT. I live in New Haven County and we desperately need improved rail service along the I 91 corridor heading north. We drive to VT for weekend work every winter Friday and the traffic mess in Springfield, MASS adds at least 45 min. to our trip. Improving rail service in the center of our state is more critical and will not damage the bucolic nature of the CT River towns. Please reconsider this rail line. Thank you.

NEC DEIS Comments - RECORD #1398 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Carol
Last Name : Cherry
Stakeholder Comments/Issues :

Old Lyme is a historic treasure, and should be treated as such. Any proposal that would destroy a mile-wide corridor of historic landmarks along the shoreline for little overall gain is a non-starter, and is in conflict with the state of Connecticut's own goals around tourism and historic preservation.

NEC DEIS Comments - RECORD #265 DETAIL

Status : [redacted]

Record Date : 1/25/2016

First Name : Eva

Last Name : Cheshire

Stakeholder Comments/Issues :

In my opinion our existing roads and bridges should be repaired/replaced first. Then, perhaps when our twenty trillion debt is paid this could come back up for discussion.

NEC DEIS Comments - RECORD #1371 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Robin
Last Name : Chesmer
Stakeholder Comments/Issues :

Old Lyme is a beautiful shoreline community that is an economic, cultural, historic, agricultural, tourism, environmental and quality of life asset to everyone in Connecticut as well as visitors from other states. I don't live in Old Lyme but enjoy visiting this beautiful town. I appreciate the railroad but feel strongly that all efforts should be taken to preserve the qualities that make Connecticut special. Every effort should be made to make improvements within the confines of the existing railroad infrastructure.

NEC DEIS Comments - RECORD #601 DETAIL

Status : [redacted]
Record Date : 2/8/2016
First Name : Jane
Last Name : Chesnutt
Stakeholder Comments/Issues :

I strongly oppose the part of Alternative 1 that would reroute the tracks through the heart of Old Lyme and its historic district. OL is one of the state's and country's most significant small towns, with a rare combination of historic, artistic and environmental riches. This proposal would effectively destroy those treasures, along with a long-rooted community. Moreover, it's unclear why this specific section needs rerouting given that many other track areas in the NEC run through marshes and along the water. And it's also unclear that there would be any benefit to citizens; our area would become simply a despoiled corridor through which trains would run. For what it's worth, I'm a huge proponent of rail and ride various combinations of Amtrak, Shoreline East and Metro-North at least once a week and would love to have better rail service. Surely you can figure out how to meet your objectives without destroying one of the nation's great small towns. And, believe me, I know about small towns...I grew up in Texas, where there's not one that comes even remotely close to Old Lyme in terms of beauty, artistic riches, environmental importance and other factors, and I'm pretty sure the same is true for many other states. Many thanks for listening, and I look forward to hearing about a revised proposal.

NEC DEIS Comments - RECORD #1225 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Scott
Last Name : Chester
Stakeholder Comments/Issues :

I believe that citizens whose property will be affected, should have a say in planning the project.

NEC DEIS Comments - RECORD #8 DETAIL

Status :	[redacted]
Record Date :	11/11/2015
First Name :	Michele
Last Name :	Chiaraluce
Stakeholder Comments/Issues :	I feel that Shoreline East should be extended to Mystic. It will encourage business in an area that has been hard hit economically and is slow to recover. Southeastern Connecticut is one of the more economically depressed areas of the state.
Attachments :	ChiaraluceMichele_Original.pdf (1 kb)

NEC DEIS Comments - RECORD #8 DETAIL

Status :	[redacted]
Record Date :	11/11/2015
First Name :	Michele
Last Name :	Chiaraluce
Stakeholder Comments/Issues :	I feel that Shoreline East should be extended to Mystic. It will encourage business in an area that has been hard hit economically and is slow to recover. Southeastern Connecticut is one of the more economically depressed areas of the state.

NEC DEIS Comments - RECORD #843 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Elsie C.

Last Name : Childs

Stakeholder Comments/Issues :

Take Alternative 1 off the table!

It would mean death to an historic town, it's environment, and its economy.

NEC DEIS Comments - RECORD #545 DETAIL

Status : [redacted]
Record Date : 2/4/2016
First Name : Hannah
Last Name : Childs
Stakeholder Comments/Issues :

To all this may concern,

I have been a resident of Old Lyme for 12 years. I live just off of Lyme Street on Sill Lane, just a hop skip and a jump from this proposed Alternative 1 nightmare.

I am absolutely horrified at the prospect of this railroad proposal. Not only will this ruin historically significant landmarks, but it will ruin the lives of ANYONE who lives within a 15 mile radius of its location.

Is the FRA prepared to buy my house, in addition to all other homes this railroad would impact? The fact that this new high speed train would simply run through our state, offering NO benefit to the state of Connecticut, is disgusting.

I am absolutely, 150% against this proposed railroad which will decimate the lives of families, businesses (not to mention the environmental impact) in this town.

I am horrified that the FRA tried to sneak this by us and am not alone.

This will NOT happen.

Very sincerely,

Hannah Childs

Hannah Childs Interior Design
[redacted]
Old Lyme, Connecticut 06371
[redacted]
hannahchildsinteriordesign.com <http://hannahchildsinteriordesign.com/>

NEC DEIS Comments - RECORD #1231 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : James

Last Name : Childs

Stakeholder Comments/Issues :

This would be tragic for the historical town of Old Lyme.

NEC DEIS Comments - RECORD #1089 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Sam
Last Name : Childs
Stakeholder Comments/Issues :

As a resident of Old Lyme I strongly oppose the high speed rail line that would go through the center of the historic district.Please take Alternative 1 off the table.

NEC DEIS Comments - RECORD #958 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Susan

Last Name : Childs

Stakeholder Comments/Issues :

I have never heard of a worse idea. PERIOD.

NEC DEIS Comments - RECORD #2215 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Deborah

Last Name : Chin

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

TOWN *of*
THOMPSON
PLANNING AND DEVELOPMENT OFFICE

MEMORANDUM

TO: Northeast Corridor Futures Commission

FROM: Mary Ann Chinatti, Director of Planning & Development, Town of Thompson, CT

DATE: January 28, 2016

SUBJ: FUTURES Plan – Comments for Consideration

As stated during my testimony at the January 13, 2016 public hearing for the subject Plan, I herewith provide additional written comments.

Given, any of the proposed alternatives would be an ambitious undertaking; however, the fact that the Plan was created with what seems like little, or no, input from many municipalities that may be affected – either positively or negatively – makes one question how "informed" that Plan actually is.

It appears, in discussions I've had with other municipal officials, many municipalities only found out about the proposal at the 11th hour, and "through the grapevine", which is unfair to those municipalities. It is extremely difficult to provide informed and thorough comments with so little time to review the very large document, and it would have been appreciated if we were made aware of this study/Plan at its outset, and had been included in discussions.

Northeastern Connecticut is oftentimes ignored when proposals/projects/plans are brought forward regarding transportation, and it is unfair to those municipalities not to be considered merely because the area is predominantly rural. Thompson is central to all points in the Northeast, as you can see by the attached maps, and it is respectfully requested that the Town be included as an active participant in the NEC FUTURES Plan. The resurgence of passenger rail through Thompson, and through the Northeast corner of Connecticut, would greatly enhance our economic development efforts, attracting more business(es), and bringing more consumers to the area, thus improving our economic climate.

To reiterate an important portion of my testimony, Thompson, CT commissioned CME Associates, a local engineering firm, to provide a Passenger Rail Study in 2010. That document, attached to this Comments Memorandum, is extremely thorough, and cites not one, but three alternatives for passenger rail. There are

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TELEPHONE (860) 923-9475 x130 · FAX (860) 923-9897

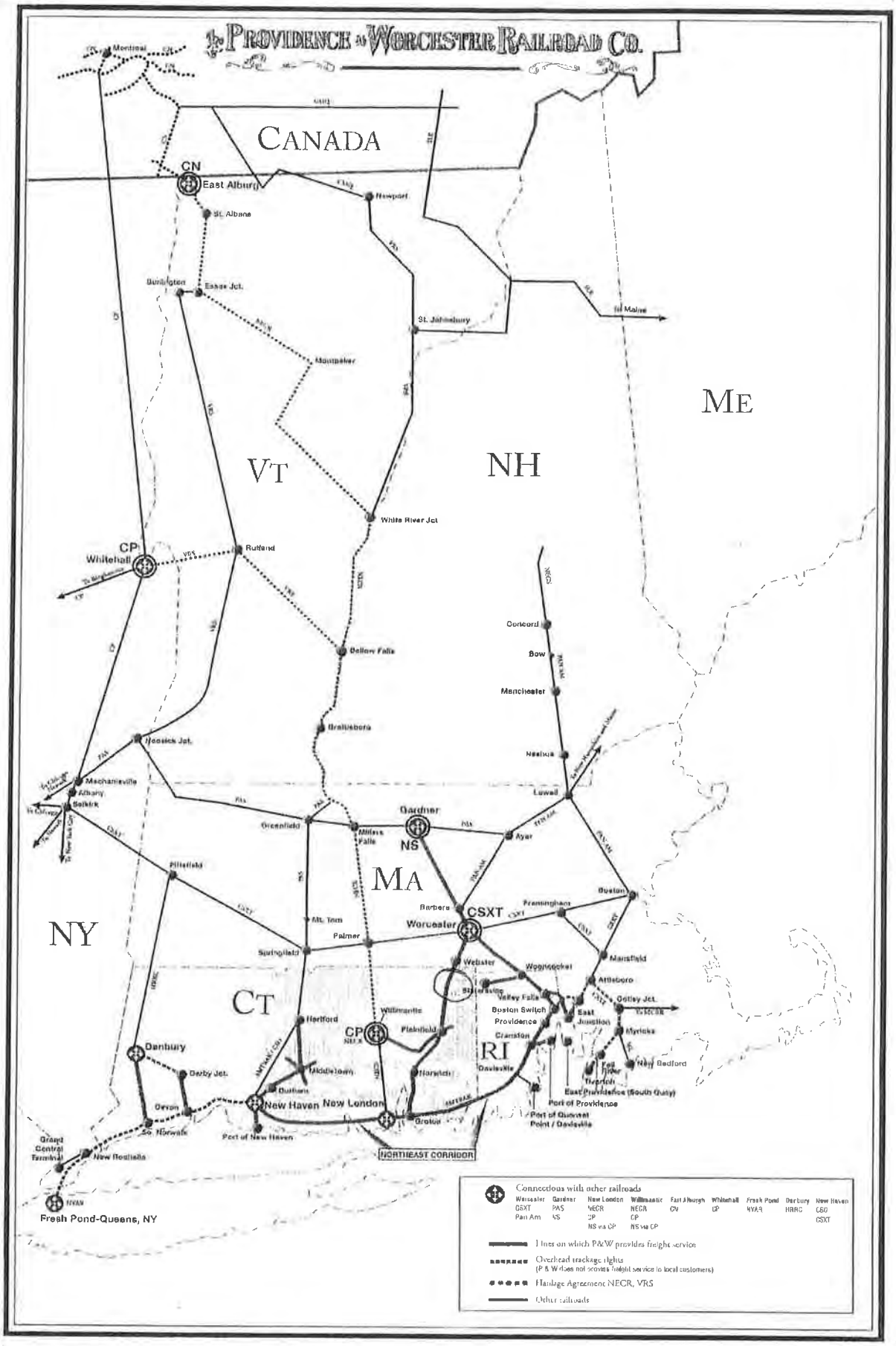
existing rail lines running through Thompson, currently used solely for freight, which were also formerly used for passenger rail. The passenger rail station also still exists, though has since been repurposed. The Providence & Worcester map is attached, showing Thompson's central location on its currently active lines. With improvements, those lines again could carry passengers from New London, CT to the South, to Worcester, MA, to the North, traveling from New London, through Norwich, Griswold, Killingly, Putnam, Thompson, and on into Worcester, and the station could be reactivated. This alternative was not even considered when the Plan was written, and it should be. It is a viable alternative, and one that would be far less expensive than creation of new rail lines to accommodate passenger rail, as the existing lines would only need to be improved.

It seems that the Commission has not examined this possibility, and it is formally requested that the option be fully vetted by the Commission prior to a final decision regarding routes/lines being made.

It is also formally requested that the public comment period for the Plan be kept open, with more public informational meetings/hearings held in the less populated areas of the region it would potentially impact, and that those meetings/hearings be better publicized, so the Commission may obtain comments from <u>all</u> municipalities/areas affected by, or omitted from, the proposed Plan.

Please call me if you would like to discuss this memorandum or would like additional information.

:MAC


The Providence & Worcester Railroad Co.
CANADA
ME
NH
VT
MA
NY
CT
RI
CN
East Alburg
CP
Whitehall
NS
Gardner
CSXT
Worcester
CP
Danbury
New Haven
New London
Fresh Pond-Queens, NY
NORTHEAST CORRIDOR
Connections with other railroads
Lines on which P&W provides freight service
Overhead trackage rights
(P & W does not provide freight service to local customers)
Haulage Agreement NECR, VRS
Other railroads

bing Maps

FROM THOMPSON TO:

WORCESTER, MA	24 mi.
PROVIDENCE, RI	34 mi.
HARTFORD, CT	53 mi.
BOSTON, MA	64 mi.
NEW HAVEN, CT	93 mi.
NEW YORK, NY	160 mi.
NEWARK, NJ	182 mi.

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bing Maps

FROM THOMPSON TO:

NEW BEDFORD, MA	63 mi.
SPRINGFIELD, MA	64 mi.
NASHUA, NH	79 mi.
KEENE, NH	82 mi.
MANCHESTER, NH	95 mi.
HYANNIS/CAPE COD, MA	113 mi.
BRATTLEBORO, VT	117 mi.

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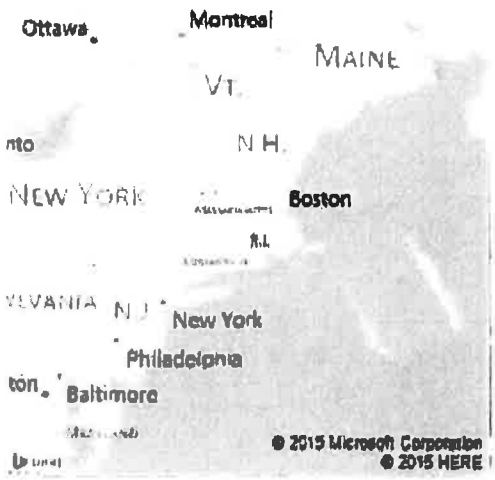
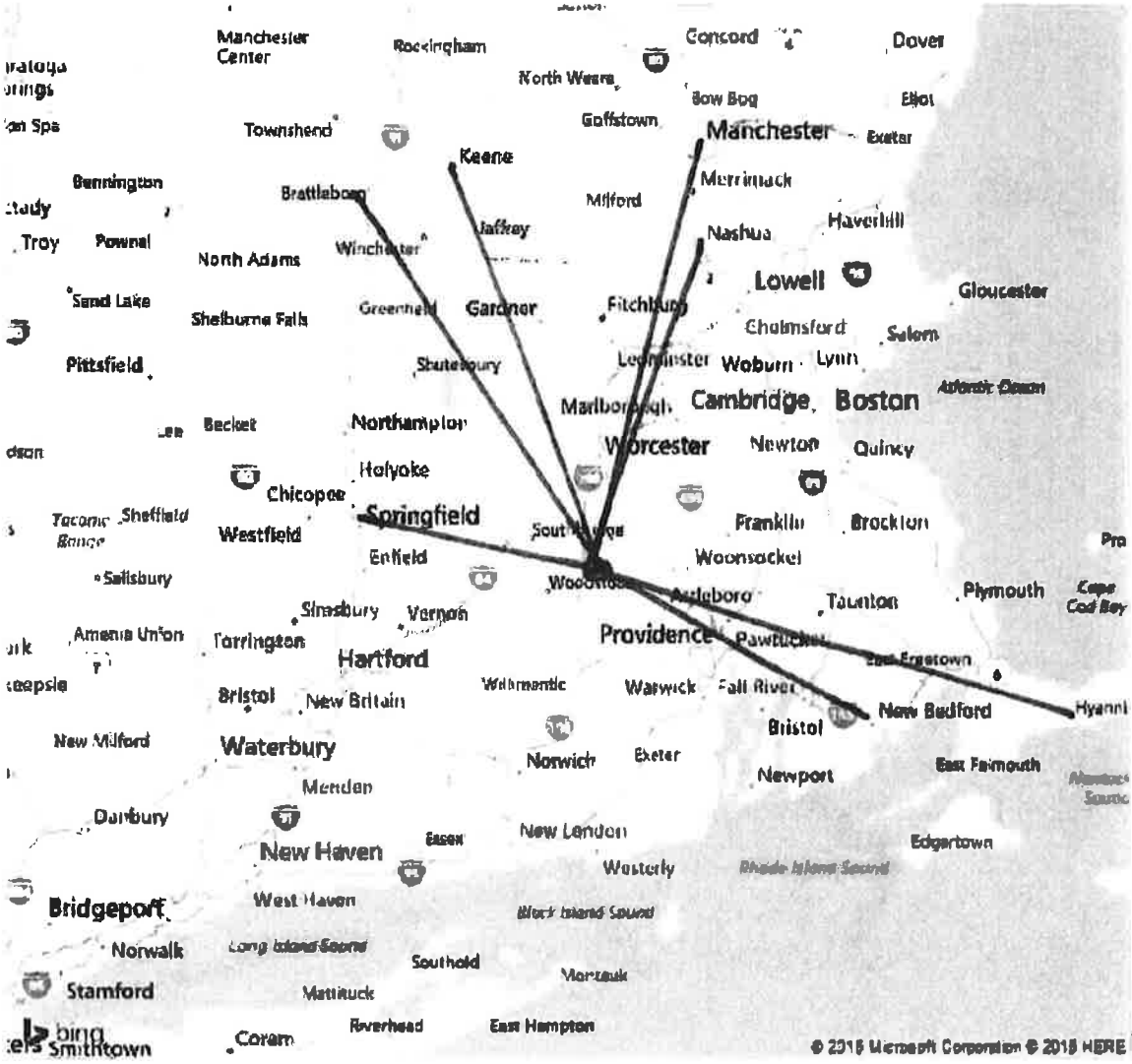




The next speaker is MaryAnn Chinatti.

MS. CHINATTI: My name is MaryAnn Chinatti. I'm the director of planning and development for the Town of Thompson, Connecticut. I'm just going to be really brief today, and I'm going to submit more detailed comments by email.

But in review, again, we found out about this seemingly at the eleventh hour and, like Bonnie, through the grapevine. When you look at the alternatives, and even the existing -- Thompson is in the extreme northeast corner of Connecticut, and we have existing rail lines which freight service runs on it now. We had passenger rail up until the '70s.

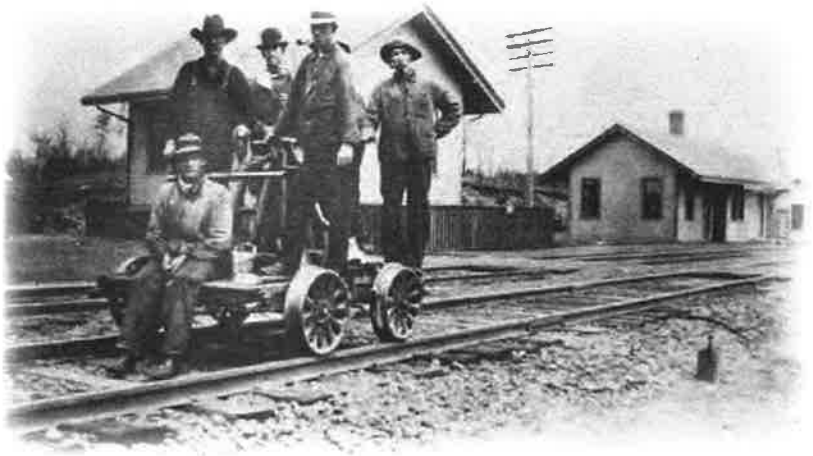
In my mind, it makes absolute sense for the Commission to consider a connector line from New London up through Norwich, up through Griswold, Plainfield, Killingly, Putnum, Thompson to Worcester. It's pretty much a straight shot. The rail is already there. It's an existing asset that seems to have been ignored. We in the northeast corner of the state seem to be ignored a lot when it comes to projects and things.

We had an engineering firm do a passenger rail study in 2010, which it's an excellent document, it's extremely informative, and I will forward that along via email as well. But I would just ask that before you finalize anything you seriously, seriously consider a connector route from New London up through Thompson to Worcester. Thank you.

HEARING OFFICER SIEGEL: Thank you.

Town of Thompson

Passenger Rail Station Study



Prepared by
CME Associates, Inc.
Woodstock, CT

August 2010

Preface and Purpose

The Town of Thompson, as part of its long-term community growth, seeks to make greater use of its existing rail lines- a major transportation infrastructure asset- for commuter/passenger service. The States of Connecticut and Massachusetts have periodically discussed establishing passenger rail service along the Norwich/New London-Worcester corridor, which would allow for commuter service along this Eastern Connecticut corridor, as well as passenger connections to Boston and New York. Although no current plans for development of services or station-stops are underway, the Town of Thompson wishes to prepare for this eventuality. In this study, the Town attempts to identify the best possible location or locations for a passenger rail station stop.

CONTENTS

Introduction 3

Rail History in Thompson 5

Current Rail Usage 11

Station Location Criteria 13

Potential Sites in Thompson 17

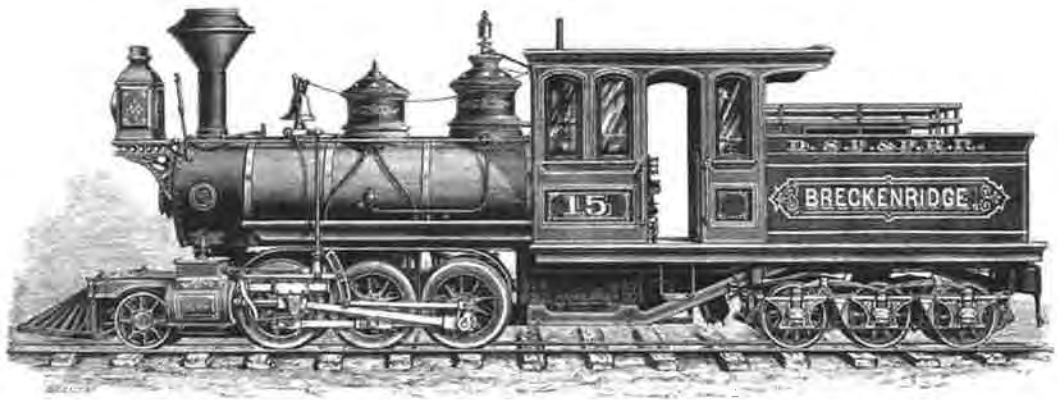
Configuration on Preferred Sites 31

Conclusion 35

Introduction

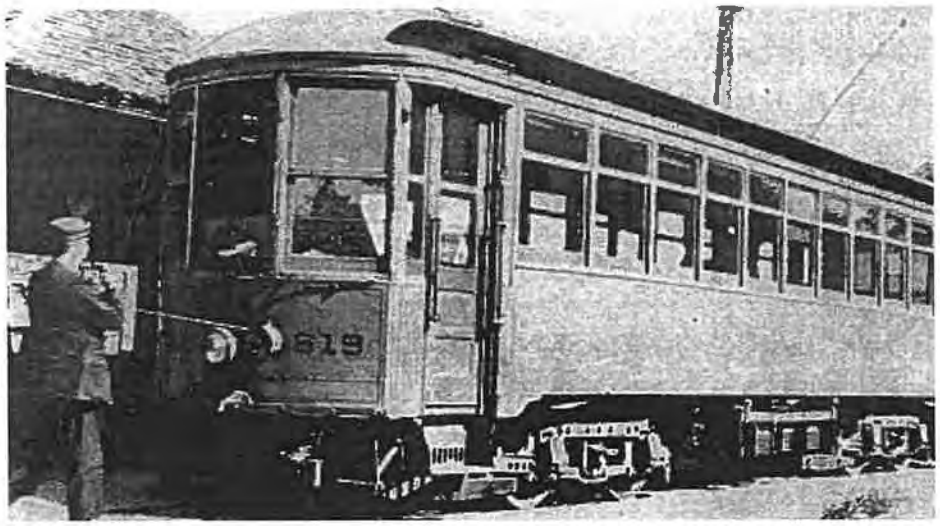
The Town of Thompson is located in the northeast corner of Connecticut. It is bordered on to the south by the Town of Putnam, to the west by the Town of Woodstock, to the north by the Town of Webster, MA, and to the east by Burrillville, RI. The Town of Thompson is served by several state highways, including Routes 12, 21, 131, 193, and 200, as well as one interstate highway, I-395. The Providence and Worcester Rail Line currently operates freight rail service passing through Thompson. Thompson is home to two large government-controlled properties: Quaddick Lake State Park (Connecticut DEP) and West Thompson Dam (US Army Corps of Engineers). The Town is approximately 47 square miles and had an estimated population of 9,359 as of 2009, giving Thompson a population density of 199 people/sq. mile. With a state average population density of nearly 700/sq. mile, this marks Thompson as a rural community.

The Town's historic settlement has been marked by the development of villages growing up around manufacturing centers. The villages of Mechanicsville, Grosvenordale, North Grosvenordale, Quinebaug, Fabyan (New Boston), West Thompson, and Wilsonville all centered around manufacturing in the 19th and early 20th centuries. Many of these villages were anchored by a mill based along the French or Quinebaug Rivers. This development was both accompanied and fueled by rail-based transportation in the pre-automobile era.



Rail History in Thompson

The 19th Century was a time of industrious progress in the Town of Thompson, Connecticut. Railroad transit linked mills and farms in the Thompson Villages. The railroad also provided Thompson residents and businesses access to larger industrial centers and cities in New York, NY; Norwich, CT; Worcester, MA; and Boston, MA. "With the opening of the Norwich & Worcester railroad and the discontinuance of stage coaching, business prosperity in Thompson rapidly declined. One by one, stores and shops were closed. As valleys increased the hills wasted. Tailoring, shoemaking and carriage making fell off from year to year."[1] Businesses and activity were being concentrated in the Villages and experienced changes in activity because of the expanded access to larger, farther-flung business centers.



Trolley Service. "Echoes of Old Thompson." Thompson Historical Society.

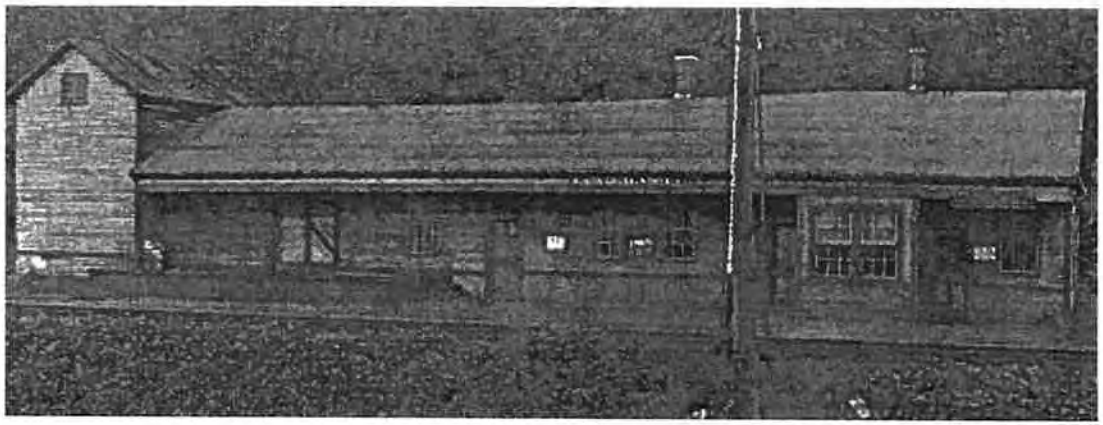
The three major railroads that were utilized in the Villages of Thompson included the Norwich & Worcester Railroad; the Boston, Hartford and Erie Railroad; and the Southbridge Railroad. The Norwich & Worcester Railroad was introduced in Thompson in 1839 and provided passenger and freight transportation throughout Eastern Connecticut from the City of Norwich where steamboats docked at the Thames River to Worcester Massachusetts and as far as Boston via the Boston and Worcester Railroad. The Boston, Hartford and Erie Railroad line traveled through East Thompson to Southbridge, MA. The

[1] The Thompson Historical Society, Inc., ***Echoes of Old Thompson, Volume 2***. Virginia Beach: Donning Co. Publishers, 2006. pg. 50

Boston Hartford and Erie Railroad became the New York & New England Railroad in 1873 and continued the line from Willimantic to Putnam. The construction of the line was never completed and its use in Thompson was eventually discontinued. Today, the corridor for the line is owned by the Connecticut Department of Environmental Protection and a walking trail is proposed in the near future. The Southbridge and Blackstone Railroad Company was introduced to Thompson in 1953 and located in the Northwest and the Northeast corners of Thompson with stations in Quinebaug and East Thompson.

Thompson was served by a local trolley service that traveled through Mechanicsville, Grosvenordale, North Grosvenordale and Wilsonville as well as Webster, MA, and Putnam, CT. The service was used by residents as a convenient and affordable way to travel to local destinations as well as commute to work at local mills such as the Grosvenor-Dale Co. With the introduction of passenger automobiles and bus transit, trolley service use began to decline and ended in 1925.

The North Grosvenordale Train Station was a stop along the Norwich and Worcester Railroad. There was a train accident near the station in 1920 off Buckley Hill Road.



North Grosvenordale Train Station. "Echoes of Old Thompson." Thompson Historical Society.

The East Thompson Railroad Station was located on East Thompson Road and was part of the Boston Hartford & Erie Railroad. The Great Thompson Train Wreck of 1891 occurred at East Thompson Station and involved the collision of four trains. On the morning of December 4, 1891 a freight train (No. 212) running behind due to technical problems was allowed to travel north on a southbound track from Putnam, CT to East Douglas, MA. That same morning, a Southbridge Freight Local train was on the tracks preparing to leave the E. Thompson Station bound for Southbridge, MA. At the same time, a passenger train part of the Long Island and Eastern States Line was traveling east to Boston. The Norwich Steamboat Express traveling from

East Thompson Train Station. "Echoes of Old Thompson." Thompson Historical Society.

Long Island and Eastern States commuter train after the crash of 1891. "Connecticut Railroads.... An Illustrated History." Alice A. Ramsdell.

New York to Boston was also passing through at the same time. Around 6:30 am, the freight train waiting to leave from the E. Thompson Station was struck head on by Freight No. 212 from Putnam. A few minutes later and unaware of the accident ahead on the tracks, the passenger train from Long Island ran into debris on the opposite set of tracks, derailed killing the engineer and the fireman on the passenger train. Finally, the Norwich Steamboat Express traveling from New York to Boston had warning to slow down because of the train wreck on the rails ahead, but still collided with the portion of the passenger train still on the tracks.

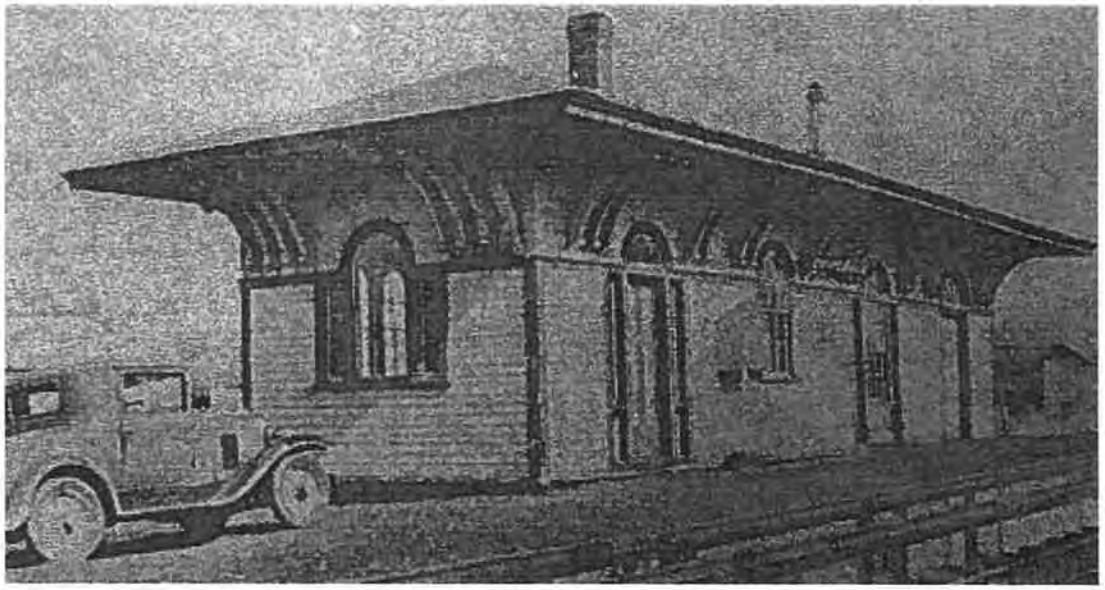
Wilsonville Train Station. "Echoes of Old Thompson." Thompson Historical Society.

The West Thompson Railroad Station was a stop on the Norwich and Worcester Railroad line. The first Norwich and Worcester Train went through the Station on Thanksgiving 1839. The station officially opened for business in March 1840. The Station was constructed as a one-floor building and eventually a second story was added to the station for the stationmaster to reside. The West Thompson Station was very involved with mail handling for the area as well as transporting local farm produce to larger cities.

The Wilsonville Station was part of the Norwich and Worcester Railroad.

Above: West Thompson Railroad Station. "Echoes of Old Thompson." Thompson Historical Society.

Below: West Thompson Railroad Station (with second floor). "Echoes of Old Thompson." Thompson Historical Society. Lucille Dziadula

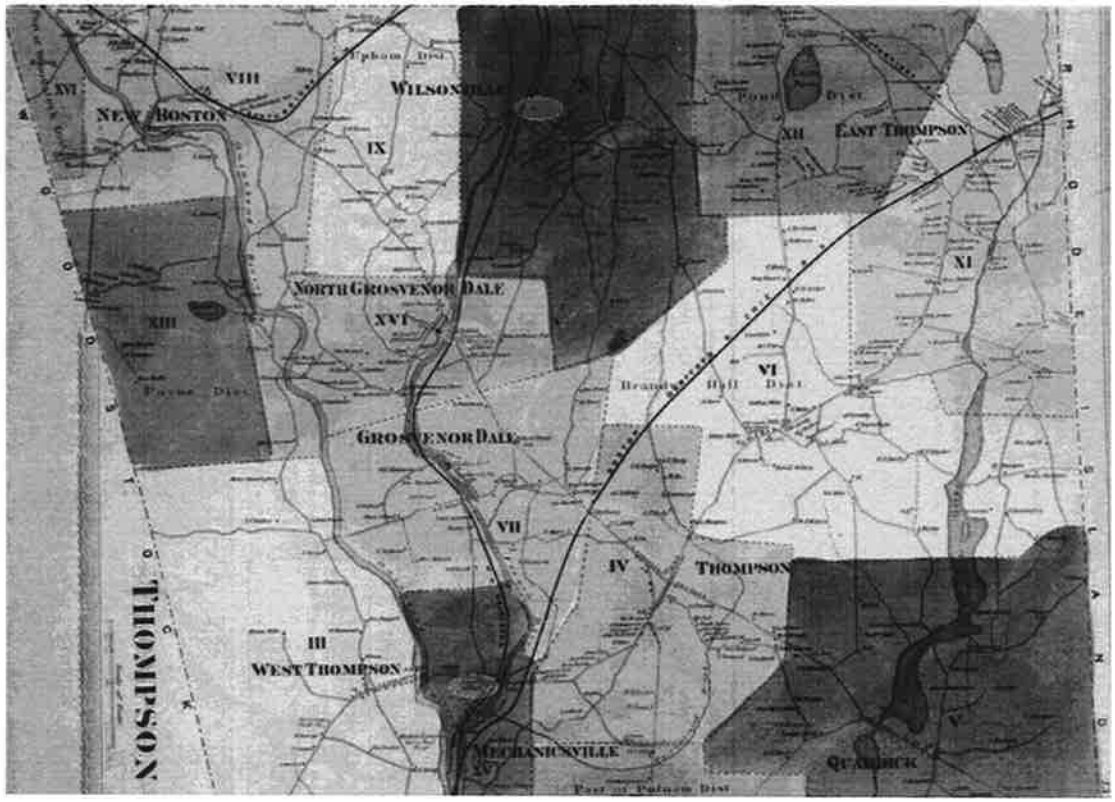


New Boston/Quinebaug Station. "Echoes of Old Thompson." Thompson Historical Society. Marguerite Beck.

The New Boston Station opened for business in 1865 and changed to the Quinebaug Station in 1873 due to confusion with New Boston, MA, a town which trains passed through. The Station was part of the Southbridge and Blackstone in the Village of Fabyan. The Station turned out a high volume of traffic for the area at the western end of the rail line.

The Thompson Station was part of the Norwich and Worcester Railroad (no photo is available for this site).

The 1850's "Peterson Collection" compilation map of the villages of Thompson below illustrates the locations of the Railroad stations in Thompson during the 19th Century.



Thompson. -- Scale ca. 1:32,000 / [S.l. : s.n., 185?]

1 map ; 35 x 40 cm. Shows residences. Shows magisterial districts and residences.
Photocopy, negative. Petersen Collection. The Petersen Collection at the Homer Babbidge Library is comprised of negative photostats of maps of New England villages from a variety of atlases. The specific provenance of the map is not known. The image was inverted from its negative state to a positive image. Reproduced from the negative photostat at the Map and Geographic
Information Center, Homer Babbidge Library, University of Connecticut.

Current Rail Usage

For the last several decades, the only active rail line in Thompson has been the Providence and Worcester (P&W) line that follows the Quinebaug/French River corridor. This line, owned and operated by the Providence and Worcester Railroad Company, has been almost exclusively a freight line. The line through Thompson is classified by the Federal Railroad Administration (FRA) as a Class III line, with speed limits of 40 mph for freight and 60 mph for passenger traffic. The rail lines themselves are "jointed rail," which refers to the manner in which lengths of track are connected. The lengths of track are generally 39 or 78 feet long and are butted up against the adjacent length with a "fishplate" of bolted, perforated steel connecting them. The lower speeds and limited freight service for which this type of rail is adequate also allows limited signalization and track management. Much of the length of the rail corridor through Thompson is considered "dark territory," with at-grade rail crossings, simpler gates and lighting at major road crossings, limited line-side signalization, and limited ability to manage rail traffic remotely and by computer.

The current traffic on the P&W line through Thompson is exclusively freight. Generally, the Providence and Worcester Railroad Company runs two trains per day in each direction, six days per week. On occasion a third freight load will be transported, but the overall traffic on the tracks through Thompson is light. Officials from the Company indicated that they have had ongoing discussions with the Massachusetts Bay Transportation Authority (MBTA) about expanding passenger service southerly from Worcester to Webster, MA and beyond, which would presumably include Thompson. These discussions are still quite preliminary.

If passenger service were to be re-initiated and expanded along these rails, it is likely a number of infrastructure upgrades would be necessary. While the current "jointed rail" would be adequate for up to 60 mph passenger service, upgrading to "welded rail" tracks would allow for smoother and faster service (up to 70 mph). In addition, more signal systems, passing sidings (areas for trains to move past each other in opposite directions), intersection gates and lighting would need to be installed. Finally, the ultimate manager of the passenger system would be expected to implement a Positive Train Control (PTC) system for system management and avoidance of collision that is being promulgated through the FRA. The expense of these upgrades would be borne by whichever entity was managing the passenger service.

Station Location Criteria

To begin the analysis of optimum locations for a future passenger rail station in Thompson, it is useful to establish a few criteria for selection. The ideal station location should meet a set of pre-established conditions common to well-planned and successful passenger rail stations in other locations. Consultation with transit specialists with the Capitol Region Council of Governments in Hartford, CT (personal communication) and with the study Urban Transit Systems and Technology by Vukan R. Vuchie (2007, John Wiley & Sons, Hoboken NJ) revealed several important factors:

1) **Proper spacing of stations**: Different types of transit systems work best with different station-stop intervals. Certainly, a local bus service operates on a scale with much shorter overall trip length and more frequent stops. Conversely, an interstate rail system designed for long-distance travel works best with fewer and more widely-spaced stops. The table below, excerpted and adapted from Vuchie, shows appropriate characteristics of different transit options.

	AGT	BRT	STREETCAR	LIGHT RAIL	RAPID RAIL	REGIONAL RAIL
STATION SPACING (meters)	150-300 km	500-800	250-500	350-1600	500-2000	4800-8000
AVE. TRIP LENGTH	short	short to long	short to medium	medium to long	medium to long	long
PARK N RIDE	no	yes	no	yes	yes	yes, very important
ROW CATEGORY	A	A,B	C	A,B	A	A, LIMITED B
POWER SUPPLY	electric	on vehicle	electric, overhead	electric, overhead	electric, third rail	electric or diesel
FARE COLLECTION	off vehicle	on vehicle/at station	on vehicle	on vehicle/at station	at station	at station/on vehicle

Based on the goals of this project, it is understood that the future passenger rail service in Thompson will most likely fall into the "Regional Rail" category, with a goal of connecting the municipalities and communities of Eastern Connecticut with other rail hubs in Worcester and New London, thereby allowing connections to Boston, New York, Providence, Albany, etc. The appropriate station spacing standard in therefore in the 3500-7000 meter range, which converts to approximately 2.5-5 miles minimum between stops. In this way, the trains are able to spend more time at speed in between stops and more efficiently carry passengers longer distances.

The traditional settlement patterns of Northeast Connecticut and South-Central Massachusetts are conducive to this separation as well. Higher-density village centers such as Webster, North Grosvenordale, Putnam, Dayville, Danielson, and Plainfield are situated within this interval, and several existing historic rail stations bear out this general distance standard.

2) **Adequate Local Road Access**: A successful passenger rail station will fit into the larger transportation network of a municipality and will allow for the coordination and connection of many different modes of transportation. Local passenger vehicles and buses will be able to access the site conveniently and safely. Provision should be made for bicycle and pedestrian access to the site as well. While the station need not be geographically central to the community's population, the network of roads must be adequate and convenient to facilitate travel to and from the station without the creation of inappropriate congestion or overburdening a primarily residential or rural area with the additional traffic.

3) **Ample Parking**: Whereas the municipalities and villages of Northeast Connecticut do not, and in all likelihood will not have the densities found in metro Boston, New York, Philadelphia, or Washington, DC, it is safe to assume that the vast majority of patrons of a future regional passenger rail line will access the station via passenger vehicle. As a result, the "park and ride" capacity of a station location is of critical importance. While the existence of several acres of surface lot or a parking structure is not an absolute prerequisite to initial siting of a station, the site and the immediately surrounding areas should lend themselves the the future potential of added parking area, whether surface or structured.

The specific amount of parking needed for such a station is difficult to quantify. Because the future of passenger rail service is still quite theoretical, the potential ridership is hard to gauge and would vary depending on the use for predominantly employment commuting or as a connection to other locations for travel, etc. To provide broad parameters, a consultation of the Metro-Boston Transit Authority's data on train stations is of some assistance. The MBTA's Framingham/Worcester line is an inter-town regional passenger rail line that passes through and stops in a number of communities of comparable size to Thompson. Along that line and away from the two main terminus points, the average station parking lot size is approximately 150 spaces, and the median lot size is approximately 165. The actual station-by-station numbers vary widely, with a low number at Auburndale Station (35 spaces) and West Newton Station (45 spaces) but also stations with over 300 spaces (373 in Grafton, 443 in Westborough).

4) **Infrastructure for Station-Area Development**: The development of a new passenger rail system with new station stops should not be done in isolation of other planning considerations. As seen in places like Metro Washington, DC and along the Connecticut shoreline Metro-North corridor, the location of a railway station provides the impetus for substantial development or redevelopment in the immediately surrounding neighborhoods. The opportunity for higher density, mixed use development ("transit-oriented development") can result from the siting of a new transit station. Municipal regulations can be adjusted to prepare for this, but it is extremely advantageous for this development (and thus the area of the station) to have access to public utilities such as sewer and water. The presence of additional resources such as fiber-optic cable, natural gas, etc. are also beneficial to facilitating this development/redevelopment.

Potential Sites in Thompson

Applying the history and criteria above to the accessible extent of the Providence & Worcester rail lines through Thompson, an initial list of six potential station sites emerges. The map below shows these areas along the rail corridor

Listed from South to North, the sites are:

1) Old Route 12/Kenney Building in Mechanicsville;

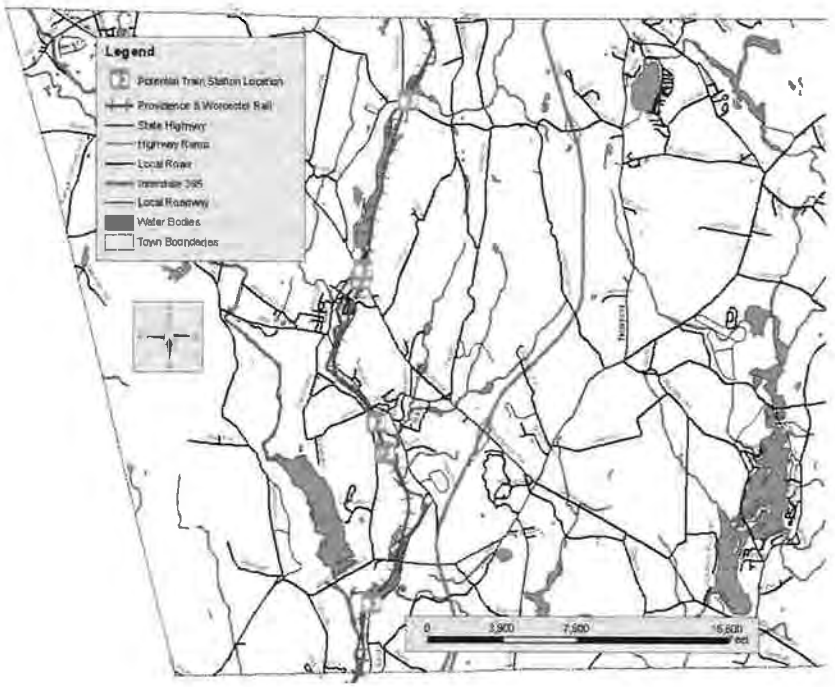
2) Future Industrial Park on Reardon Road in Grosvenordale;

3) Belding Mill Site in Grosvenordale;

4) 910 Riverside Drive/B&B Pallet Facility in North Grosvenordale;

5) 915 Riverside Drive/"Jim's Hardware" site in North Grosvenordale; and

6) Wilsonville Mill area in Wilsonville



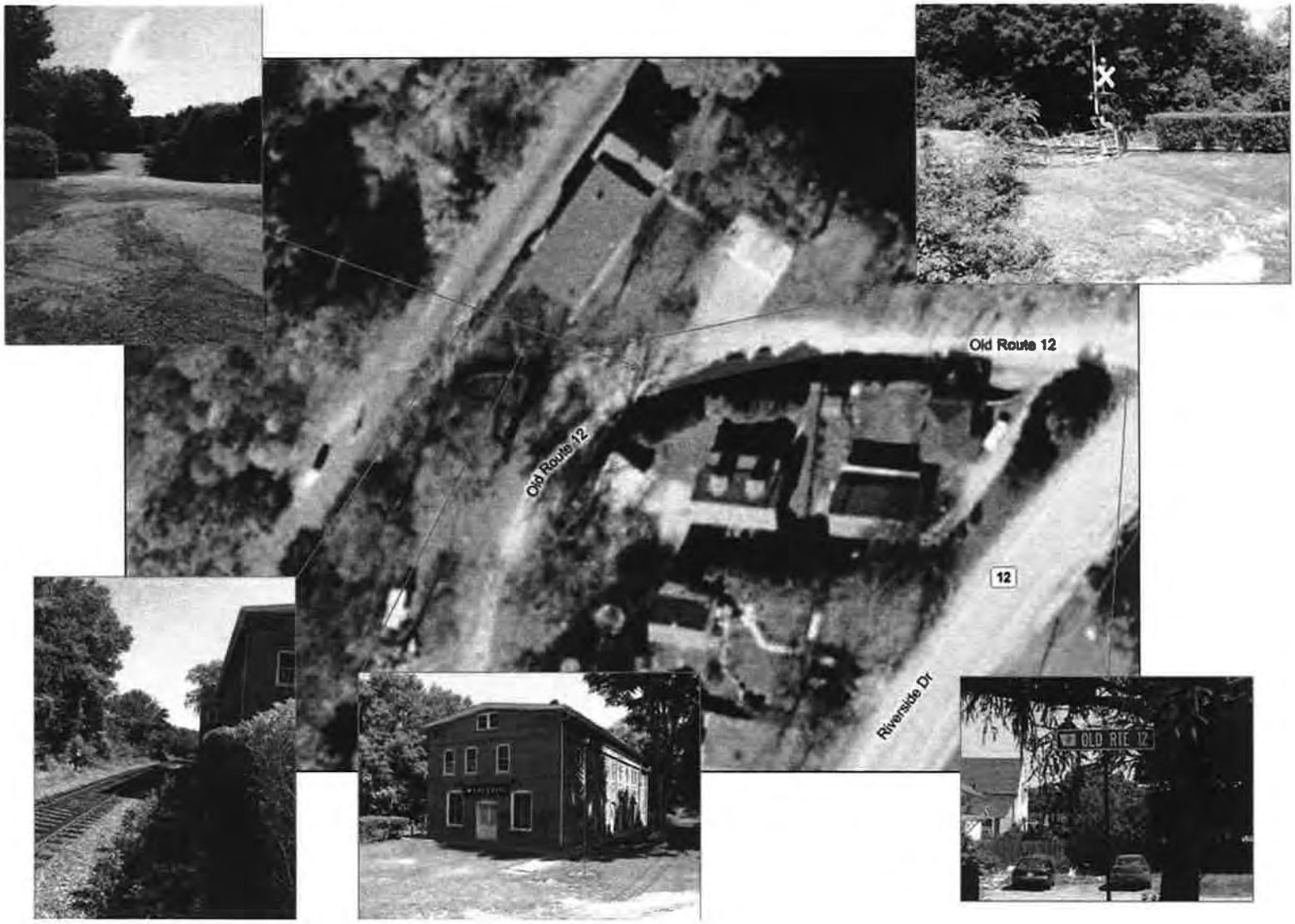
Each of these sites present different opportunities and challenges to developing a viable passenger rail station. What follows is a brief analysis of each of these six sites relative to their suitability for potential development of a station. A map and photographs of each potential station site is also included.

1) **Old Route 12 / Kenney Building in Mechanicsville**: This is the site of an old station area when passenger rail served Mechanicsville, the southernmost village along Route 12 in Thompson. The area in question is along Old Route 12, which, when rail served Mechanicsville, was the actual state route. Across the railroad tracks to the West was the site of the historic Mechanicsville Mill, which manufactured textiles for several decades until it burned down during the flood of 1955. This site has been vacant since that time. A two-story brick structure with the sign "The MJ Kenney Store: Est. 1898" still stands immediately to the east of the railroad tracks and north of the historic (and still signaled) rail crossing.

The first and perhaps most significant problem with this site is its relative proximity to Putnam. This location is only about two miles from the train station site in the Town of Putnam, immediately to the south of Thompson. To the north, it is approximately eight miles from the likely train station location in Webster, MA, which is beyond the general range of preferred spacing of stops. Unless an intertown passenger rail station would be established further south in lieu of Putnam, such as in Dayville, this location is a bit too close for an efficient spacing of station stops. A secondary challenge for this site is that the location of the largest potential parking area – the former site of the Mechanicsville Mill – are on the opposite side of the tracks from both Old Route 12 and the Kenney building, which would likely serve as the rail station. That the Town does not control either side of the tracks at this point is an important consideration, though not a major one. Property values in this area are not prohibitive.

Several items recommend this location as a potential station. The location has a history of rail travel, and some of the physical infrastructure is still in place. Public sewer lines serve this neighborhood, and public water lines are not far away. The area is very low-density other than the existence of several smaller multifamily units along Old Route 12. A mix of business, residential, and industrial are in the immediate vicinity. The site is immediately proximate to, but not directly along, a state highway (Route 12) that has substantial excess capacity. Old Route 12 itself is an eyebrow road with two intersections with Route 12, allowing for a potentially advantageous traffic flow for buses and passenger vehicles.

Potential Station Site #1: **Old Route 12, Mechanicsville**

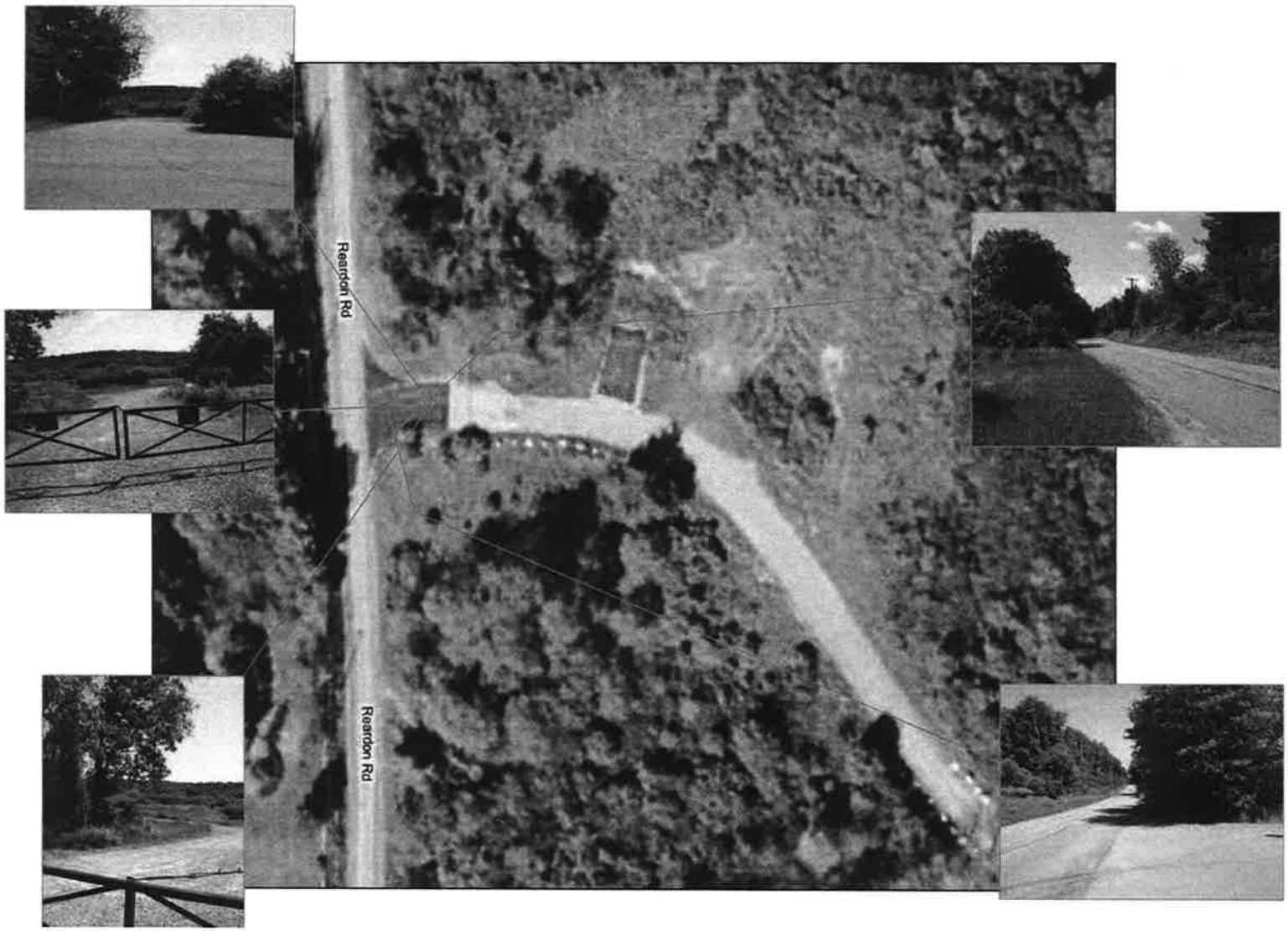


2) **Industrial Park Site, Reardon Road**: Of the six potential sites for passenger rail station, this option has the least history of previous activity or development, and is thus the "blank slate" option. Reardon Road runs along the eastern side of the West Thompson Lake and U.S. Army Corps of Engineers property that manages the West Thompson Dam of the Quinebaug River. It is a secondary road, but is a well-travelled connection between the village of West Thompson and the more populated areas of Grosvenordale and North Grosvenordale. The Providence and Worcester rail tracks lie on the west side of the French River and to the east of Reardon Road. Between the road and the tracks are several parcels that have been zoned Industrial by the Town of Thompson. One of these is an approximately 106 acre piece that has been largely undeveloped aside from an established driveway and small parking area near Reardon Road and some dirt/gravel roadways that were installed in association with a limited earth excavation operation that had previously existed on this site. The site is primarily wooded all the way to the tracks, which are 1,200 – 1,500 feet from the road.

This site location is approximately three miles from the Putnam train station location, which is on the lower end of the acceptable spacing between station stops. The likely Webster station is 6.5 miles to the north. This imbalance in distance is probably the largest drawback to this station option. Less significant challenges include the lack of existing access to the railroad tracks from Reardon Road, the lack of sewer and water lines (though both are available in relative proximity along Route 12 just across the French River), and the fact that Reardon Road is not a major transportation corridor and has few cross-streets between West Thompson Road and Blain Road.

Nearly all the site's advantages lie within the realm of the potential. The site is completely undeveloped, which creates the possibility of a significant and town-changing master-planned station area. A multi-use, compact, traditional mixed-use community could be easily envisioned on the 100+ acres surrounding a new rail station. By zoning this property for industrial use, the Town has made a clear commitment to the development of this property, as opposed to conservation. The property is in private ownership and there are preliminary plans for a business/industrial park to be developed. Versions of these plans included constructing a small rail spur to encourage freight traffic. A public-private partnership at this location could easily integrate passenger station design into the overall scheme.

Potential Station Site #2: **Industrial Land, Reardon Road**



3) **Belding Mill Site, Grosvenordale**: At the location where Route 12, Blain Road, Reardon Road, the Providence & Worcester Railroad tracks, and the French River converge is the site of the former Belding Mill in Grosvenordale. This former textile mill stood for nearly 150 years until massive internal structural damage forced its demolition in 2006. The four-story tower remains standing, and the site has been largely cleared (if not entirely cleaned up) for redevelopment. The overall property sits on both sides of the French River, with the majority of the 25 +/- acre parcel on the east side of the river. A narrow strip of land lies on the west side of the river, separated from Reardon Road by the railroad tracks. Because of this layout, the station parking would have to be located on the east side of the river and tracks, with a pedestrian bridge constructed to provide access to the railway.

The site location is approximately four miles from the Putnam station and just under six miles from Webster, making it somewhat more central in a regional rail context. The overall site is also at the crossroads of Route 12 (running north-south) and Route 200 (running east), making access to Thompson Hill, East Thompson, and Interstate I-395 a convenient drive. Aside from the locational advantages, the site is large enough and open enough (following the demolition of the Mill building) to accommodate ample parking as well as potential redevelopment opportunities. A small loop road (Park Road) would assist in managing traffic into and out of a new station area without creating unmanageable traffic circumstances on either Blain Road or Route 12 (Riverside Drive). From a redevelopment perspective, the Mill site also had a history of using the small waterfall at Blain Road for hydropower, adding a potential "green energy" element to the site's appeal. Both public sewer and water lines are available at the site.

The drawbacks of this location are primarily cost-based. The industrial and manufacturing history at this site has created questions and concerns about potential soil contamination. Investigation and cleanup could be a logistical and financial impediment to redevelopment, though not necessarily a fatal flaw. In addition, southbound trains would completely block Blain Road during station stops, forcing traffic over a mile out of their way in either direction along Reardon Road to bypass the intersection.

Potential Station Site #3: **Belding Mill Site, Grosvendordale**

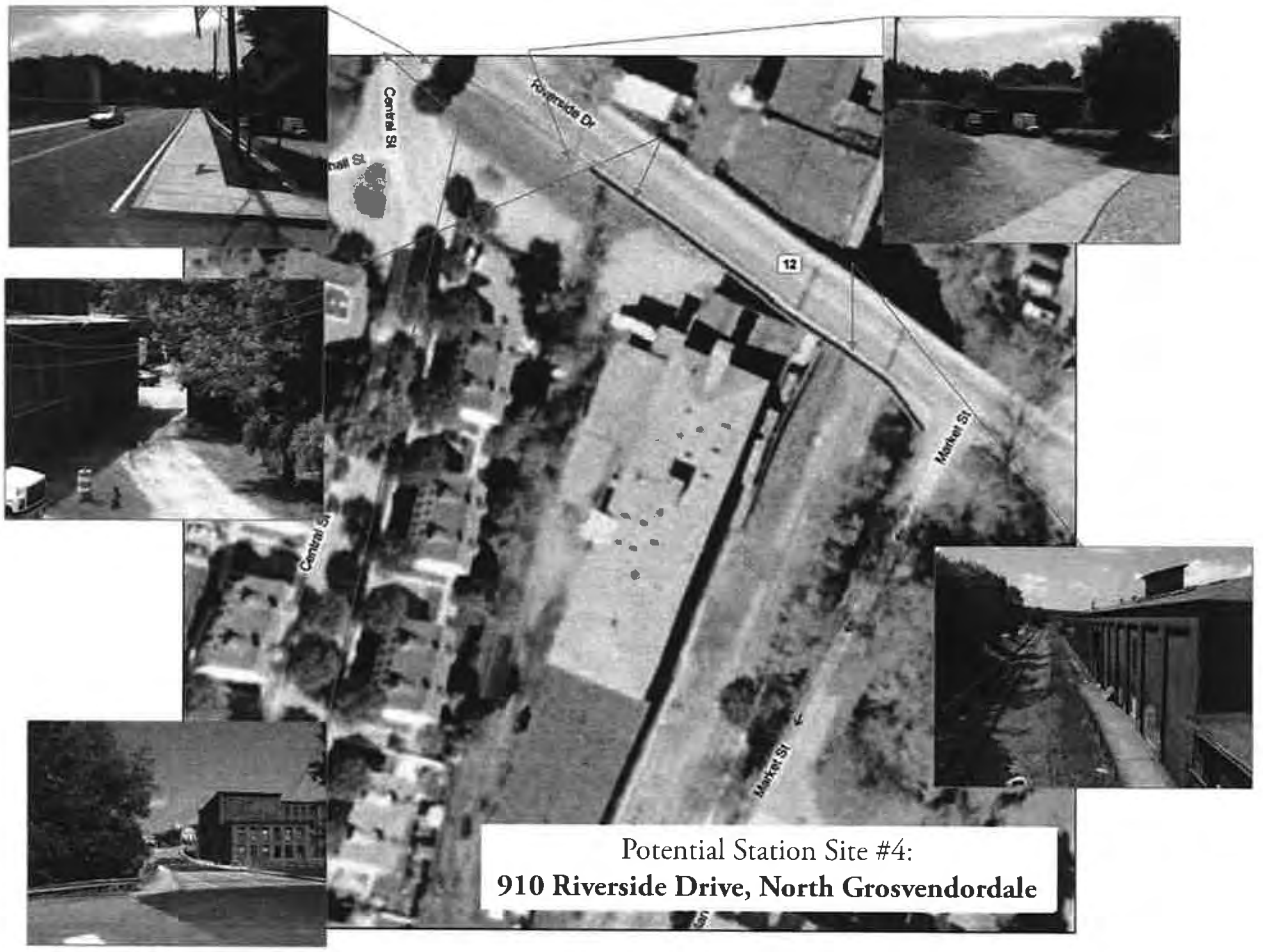
4) **910 Riverside Drive/B&B Pallet in North Grosvenordale**: This location, along with a neighboring property just across Riverside Drive to the north, presents the most central locations for a passenger railroad station in Thompson. Located along the southerly side of Route 12 (Riverside Drive) as it bends to the west, is a central location in North Grosvenordale, the business and civic center of Thompson. The Town Hall, post office, bank, library, community center, high school, and several restaurants and businesses are within ¼ mile of this location.

The site itself presents a number of opportunities. The property is approximately 1.5 acres and is dominated by a large brick industrial building built in 1875 with a footprint of over 18,000 square feet and a total interior square footage over 50,000. The building was used largely as warehousing and has a history of active use with the railway. The railroad tracks pass directly alongside the east wall of the building, which still retains some loading dock areas along the tracks. The tracks run parallel to and then under Riverside Drive at this location, and would not present any traffic interference during station stops, and passengers could access the station site without having to cross the tracks.

The building itself is currently occupied by B&B Pallet, a manufacturing and warehousing business, but is significantly under-utilized. The historic nature of the building and "good bones" of brick and timber beam inside the building would lend itself well to a redevelopment effort and conversion of part of the building to a train station. The remainder of the building could certainly sustain a number of varied uses. Alternatively, newer portions of the building could be removed to provide for additional parking and traffic flow past the building. The immediately abutting properties demonstrate the compact, mixed-use potential of a station area. Sharing a driveway with this property is the River Mill Village, a rehabilitated grouping of apartments along two short roads that historically served as mill housing. Beyond the apartments to the west is the Thompson Library and Community Center. Across Route 12 to the north is a mixed-use building that houses a community hardware store, dance studio, Laundromat, and warehousing space. To the west of that is the River Mill, the largest collection of historic buildings in Thompson, with over 500,000 total square feet of space. The River Mill contains several businesses and provides storage space, and is proceeding with plans to add approximately 75 loft apartments for age 55+ "active adult" residents. The property is currently served by public water and sewer services.

The major concerns about using this site for a passenger rail station relate to access and parking. The only access to the property is via Central Street, which intersects with Route 12, and serves the River Mill Village apartments. The B&B Pallet lot is served by a single driveway onto Central Street. The lot itself is narrow and wedge-shaped, with depths of between 75' at the south end to approximately 145' at the north end. The existing building stretches nearly the entire length of the property, leaving little

room for parking. The property immediately to the south of this site is a large parcel owned by the Town of Thompson that is connected to a small municipal park. The Town would need to convert a portion (perhaps 1.5 – 2.5 acres) of that parcel to parking to facilitate conversion of this site to a viable station. The increased traffic to the site may also necessitate a traffic signal at the intersection of Route 12 and Central Street, which is currently uncontrolled.

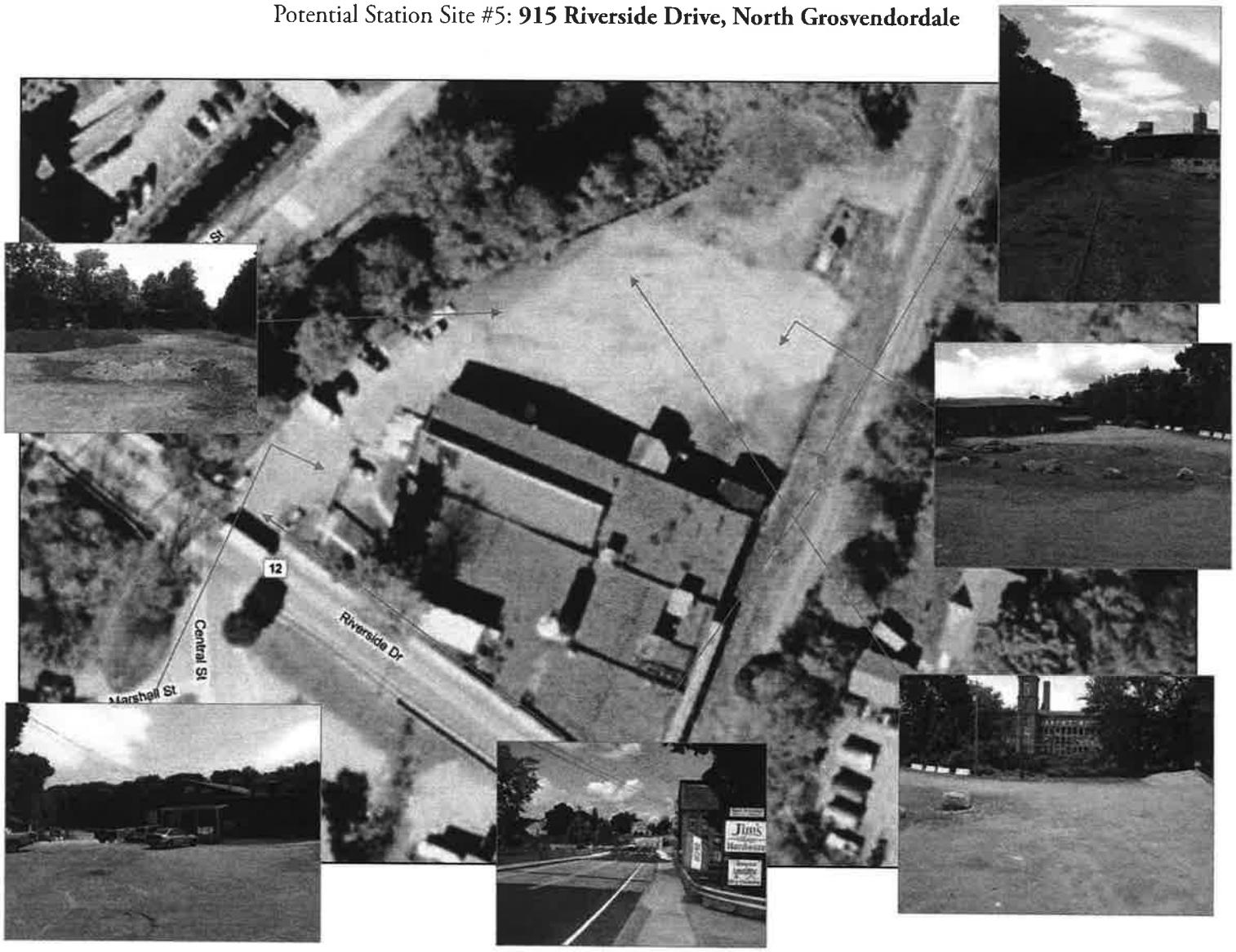


5) **915 Riverside Drive / Jim's Hardware in North Grosvenordale**: This potential station site is an approximately 4.5 acre parcel on the north side of Riverside Drive (Route 12) and on the west side of the Providence and Worcester tracks. The property currently holds a century-old brick warehouse facility that acted as a receiving and storage adjunct to the River Mill complex. This 50,000 square foot building has several active businesses, including Jim's Hardware and Turning Pointe Dance Studio, both of which are located on the west side of the building. The majority of the building on the east (railroad tracks) side is underutilized and in need of internal rehabilitation. To the rear of the property is a large dirt area suitable for development of a parking lot. The building itself has a loading dock with large sliding doors that testify to the historic connection to the railroad.

This property shares a number of the advantages of the B&B Pallet property across Riverside Drive relative to its potential as a passenger rail station. The centrality of the site to the business and civic center of Thompson make it a natural hub for transportation connections. From a station-spacing perspective, this is an ideal location. Both 910 and 915 Riverside Drive are equidistant from the Putnam and Webster locations that would likely host train stations, and at just under 5 miles from each site, provide excellent regional-train station spacing. The existing historic building, while in need of substantial renovation, offers an excellent basis from which to develop a station facility. The on-site parking potential is reasonable, and the lot size offers the potential for scalability of parking should the site become much more heavily used. The property is also served by public sewer and water, and has a wide driveway access directly to Route 12 (Riverside Drive).

While the parking potential on this site is better than that of 910 Riverside Drive, the two sites share their traffic-access limitations. There is currently only one point of ingress/egress to the site, and the narrowness of the rear portion of the lot would make bus and truck turn-arounds difficult in a full parking-lot scenario. A bridge across the French River, which forms the western boundary of the property, to River Road would provide a second means of access to the site, as well as connecting the property more easily with Buckley Hill Road, and thus with Thompson Hill and Interstate 395. Although any station development project involves substantial expense, the rehabilitation of the eastern half of the building at this site will be demanding and costly, particularly if the architectural integrity of the building is to be preserved.

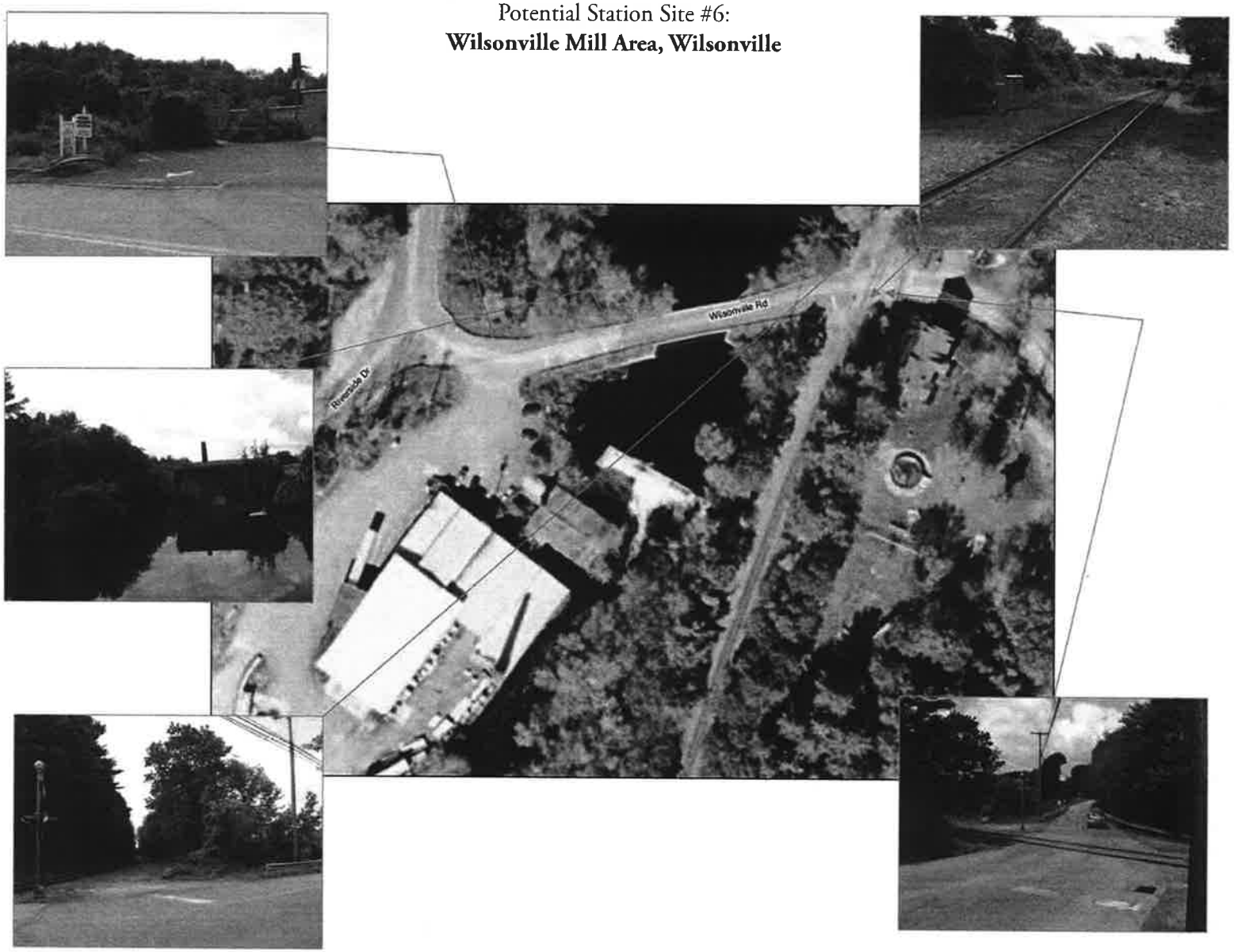
Potential Station Site #5: **915 Riverside Drive, North Grosvendordale**



6) **Wilsonville Mill Area in Wilsonville**: As with most of the other potential station sites, the Wilsonville location was identified in large part because of the historic connection between the rail corridor and the local industrial facilities. The Wilsonville Mill is a 150+ year old building that sits on the western bank of the French River, where it harvested power from a dam that had been constructed there. The property is bounded to the west by Riverside Drive (Route 12) and to the north by Wilsonville Road. The French River is east of Riverside Drive and the mill, and the tracks sit on the east side of the River. If the Mill were to be redeveloped to serve as a station, a pedestrian bridge would have to be constructed across the French River to provide access to the tracks.

The station location provides convenient access to both Route 12 and Interstate 395 via Wilsonville Road. The site is, however, by far the closest to Webster, sitting less than three miles from the next likely station stop to the north and more than seven miles away from the Putnam station area. The property on which the Wilsonville Mill site sits is also occupied by several existing buildings and businesses. The available parking area is minimal, and opportunities for expanding it on site or in the immediate vicinity seem limited. There are potentially developable parking areas on the east side of the tracks, immediately to the north and south of Wilsonville Road, but these properties are narrow and the topography and adjacent home sites are not conducive to much expansion. Further, because of the alignment of the Route 12/Wilsonville Road intersection, the narrow bridge over the French River, awkward driveway location into the Mill property, and steep curve up Wilsonville Road to the east, the traffic access in and out of a station at this location would be tricky at best. The need for a total redesign of the roadway, bridge, and intersection would not be unthinkable. As with the Belding Mill site, a southbound train would block traffic along Wilsonville Road in both directions, and the road network does not offer another crossing of the French River for more than a mile in either direction. Finally, the site area does not offer much in the way of station-area redevelopment opportunity. Sewer and water lines do not extend to this site in either direction.

Potential Station Site #6:
Wilsonville Mill Area, Wilsonville



Implementation Status per Site

Potential Site	Location / Spacing	Access / Local Road Network	Parking Potential	Infrastructure / Development Potential	Site Concerns
1. Old Route 12					
2. Reardon Road Industrial Area					
3. Belding Mill / Grosvenordale					
4. 910 Riverside (B&B Pallet)					
5. 915 Riverside (Jim's Hardware)					
6. Wilsonville Mill					

Legend: = not ready = almost ready = ready

Configuration on Preferred Sites

Based on consideration of the six potential sites against the key criteria for station location as well as discussion with Town Planning staff, three of the potential locations emerge as being far preferable to the others. Both Mechanicsville and Wilsonville present parking and access challenges that, when combined with their imbalanced proximity to one of the next likely station stops, are less than ideal. The Reardon Road site on industrial land holds substantial potential but is also not central neither to the population of Thompson nor to the potential stations in Webster and Putnam. The other remaining sites- Grosvenordale / Belding Mill, B&B Pallet, and Jim's Hardware- all have substantial combinations of strengths to warrant more detailed consideration. Certainly each site has limitations. The necessity of southbound trains stopping traffic across Blain Road and the limited development area on the track-side of the French River create concern for the Grosvenordale site. The awkward access and potential parking limitations at B&B Pallet, and the potentially substantial building rehabilitation costs there and at Jim's Hardware eliminate the existence of a single, ideal location for a future passenger rail station site in Thompson.

In order to better understand the relative suitability of these three 'preferred' sites, the following preliminary site layouts will envision how a passenger rail station would "look" at each property. In each case, traffic access, parking maximization, circulation, and the station complex itself are included. Examining stations along the MBTA rail system in Eastern Massachusetts and the Metro-North system in Southwest Connecticut reveals substantial diversity of station and platform specifications. Some "stations" are nothing more than a small shelter from the weather and a platform. Others, as in New Haven, Bridgeport, Worcester, New London, are larger complexes with substantial buildings, structured parking, etc. In general, platform lengths are between 200'-600' along the tracks.

Though the visual layout of each of the three 'preferred' sites provide much of the description, some additional notes on these options are as follows:

Grosvenordale/Belding Mill: The large size of this property and somewhat "blank canvas" allows for a wide range of redevelopment opportunities. Presented is a single option that takes advantage of the small road (Park Street) to access the site and become the primary access to the station building and platform on the opposite side of the French River. Several new buildings could easily be sited along with the parking area to enhance the site, while still leaving a substantial portion of the property available for future redevelopment. It appears that there is adequate depth on the west side of the French River to site a station building, parking, and platform. The platform, in each case, will encroach into the land/ROW owned by Providence & Worcester Railroad, but that would appear to be a necessary circumstance for passenger loading and unloading.

Recommended site improvements are substantial and include cleaning up/remediating remaining contamination from previous use as mill, extension of Park Street and construction of a two-lane bridge across the French River and the tail race of the abandoned hydropower operation, construction of parking areas, station building and platform. Additional development opportunities vary and would require differing improvements.

910 Riverside Drive/B&B Pallet: The existence of both the B&B Pallet building complex and the multifamily buildings of the River Mill Village make access to a parking area very difficult at this location. It is likely due to the increased traffic to the site that additional traffic control (possibly signalization) would be needed at the corner of Riverside Drive and Central Street. The curb-cut for B&B Pallet would have to be widened and upgraded. Because of the narrowness of the lot, a portion of the existing building would need to be removed to allow for a two-lane driveway of sufficient width to access the southern portion of the property. The western and southern portions of the existing building appear to be later additions (not part of the original facility) and have minimal historic architectural importance. The majority of parking would be sited on the south side of the building and along the new platform area. Because of the limited size of the subject property, it appears that only 30-35 parking spaces could be accommodated on-site. As mentioned earlier, the Town of Thompson owns a large parcel immediately to the south of this property, and a portion of it (2 acres +/-) could be dedicated to additional parking, providing sufficient surface parking for the station.

Recommended site improvements therefore include partial removal of existing building and extensive internal renovations to convert storage/manufacturing use to train station facility and additional accessory uses. Construction of two-lane driveway and parking area, as well as construction of station platform will be necessary, and upgrading of intersection may be needed.

915 Riverside Drive: This site has some of the same traffic concerns as the B&B Pallet facility across the street. Though the property currently functions as a commercial site with several active businesses, the increased traffic flow to a rail station may require some increased intersection control, perhaps including active signalization. The existing northern section of the property is unpaved and has a difficult grading profile. A new parking area would re-grade and pave this area, as well as extend parking to the north along the tracks. The dramatically increased impervious surface and immediate proximity of the French River to this site would require some creative stormwater management, which may include drainage galleries under the pavement for stormwater storage to avoid a major discharge to the River. The existing commercially-used portions of the building could remain, but the eastern portion of the building would need to be completely gutted and rehabilitated. Structural assessments of the roof and internal framing would be needed as part of this process. A new, two-story entrance vestibule and an elevator would be added to

accommodate ADA requirements. The upper level of the building alongside the tracks could be converted to the platform area, which could also extend northward along the top of the retaining wall and the new parking area.

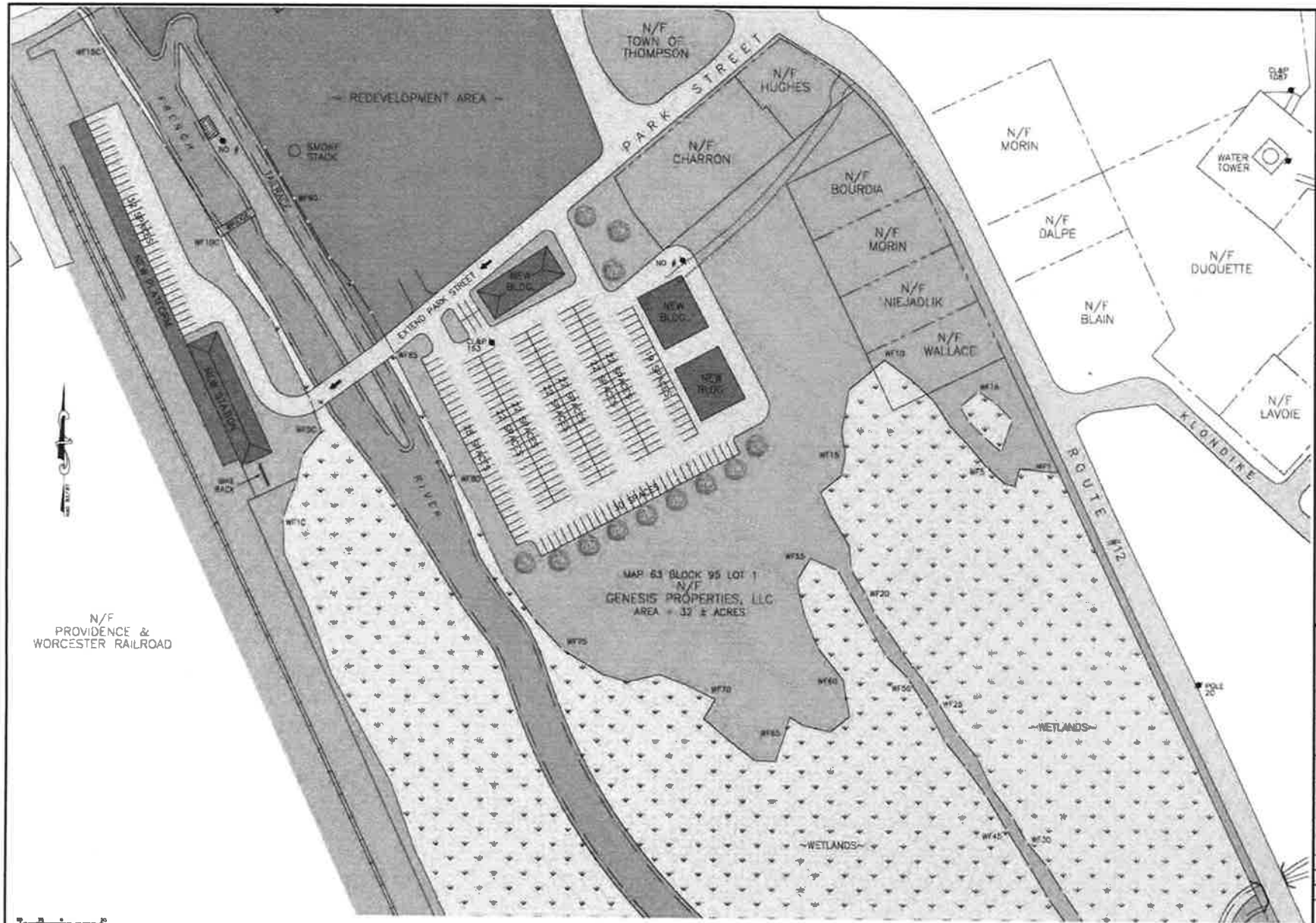
Recommended site improvements would include rehabilitation of existing eastern portion of the building, construction of a new vestibule, platform area, and parking area. The need for substantial drainage upgrading and installation of traffic controls are also likely.

Conclusion

The prospect of a passenger rail line along the existing Providence & Worcester tracks through Thompson is still a distant one. Substantial public investment will be needed to upgrade the tracks and signal system itself, as well as to plan and initiate the network of stations. As part of a long-term strategy, however, advance planning by the Town of Thompson can help facilitate the development of a local passenger station and expedite this process. The development of a passenger rail station can function not only to allow local residents to access regional centers in Worcester, Boston, New London, Providence, New Haven, and New York, but can also be an engine of growth and redevelopment in Thompson.

Of the three preferred potential station locations in Thompson, each presents unique challenges and opportunities. Each of the three holds sufficient potential that none should be eliminated from consideration at this point. Other factors, such as willingness of ownership to enter in to public-private partnerships, ability of the Town, the ultimate rail-line authority, or a friendly developer to acquire and invest in site upgrades, and the results of additional studies (structural analysis, traffic studies, environmental assessment) should be taken into account before proceeding.

The changes in industry and transportation over the last century and a half have transformed the character, commerce and centrality of Thompson several times over. Transitions away from carriages, trolleys, textile mills, and even rail to highways and subdivisions have dramatically changed the identities of the villages of Thompson and its sense of a central civic character. Though it would not be a panacea, the potential of a rail station as a centerpiece of redevelopment in Grosvenordale or North Grosvenordale extends far beyond its ability to get passengers into and out of Thompson. A well-designed rail station, immediately surrounded by and integrated with a mix of residential, business, retail, office, and civic uses, could be the catalyst and the fulcrum for a new era of community redevelopment and redefinition.



CME Associates, Inc.

PASSENGER RAIL SYSTEM
PREPARED FOR
TOWN OF THOMPSON
630 RIVERSIDE DRIVE (ROUTE #12)
THOMPSON, CONNECTICUT

CONCEPTUAL LAYOUT #1

REVISIONS

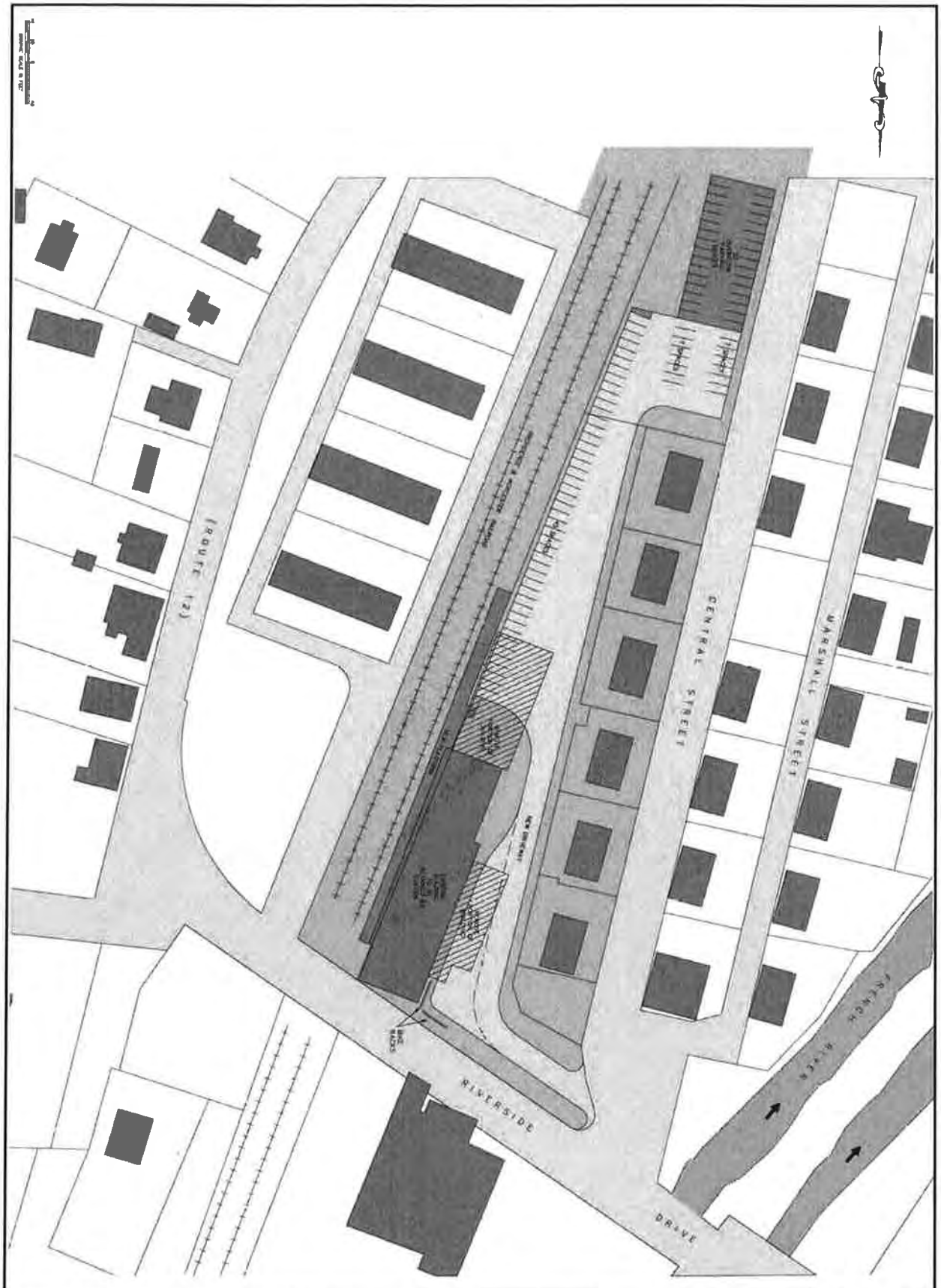
JOB DATA

DATE: JULY 15, 2010

SCALE: 1" = 50'

PROJECT #2010067

SHEET
1



JOB DATA		REVISIONS			
PROJECT	[illegible]	NO	DATE	DESCRIPTION	BY
BOOK NO.	154				
DESIGNED					
DRAWN	AUG/MAC				
CHECKED					
[illegible]	[illegible]				
FILE	[illegible]				

PASSENGER RAIL SYSTEM
PREPARED FOR
TOWN OF THOMPSON
815 RIVERSIDE DRIVE (ROUTE #12)
THOMPSON, CONNECTICUT

CONCEPTUAL LAYOUT #2

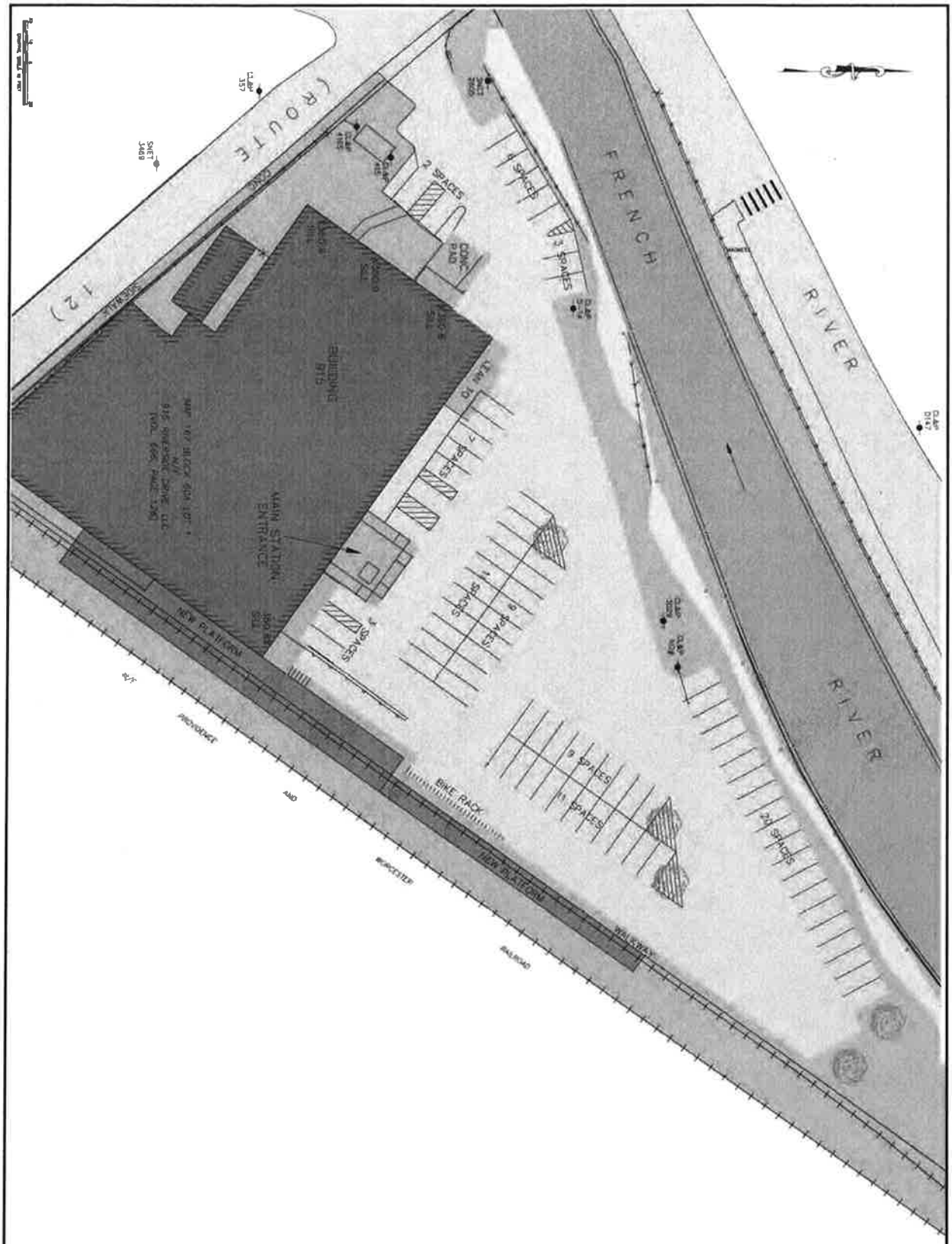
CME Associates, Inc.

SHEET 1

DATE: JULY 16, 2010

SCALE: 1" = 40'

PROJECT #201006.7



SHEET 1	PROJECT #2010087	SCALE: 1" = 20'	DATE: JULY 15, 2010	JOB DATA	REVISIONS

PASSENGER RAIL SYSTEM
PREPARED FOR
TOWN OF THOMPSON
915 RIVERSIDE DRIVE (ROUTE #12)
THOMPSON, CONNECTICUT

CONCEPTUAL LAYOUT #3

CME Associates, Inc.

Town of Thompson
Passenger Rail Station Study

2010

NEC DEIS Comments - RECORD #1284 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Carol

Last Name : Chmiel

Stakeholder Comments/Issues :

VERY BAD PLAN! ONE MORE EXAMPLE OF THE LACK OF LEADERSHIP IN THE STATE OF CONNECTICUT`

NEC DEIS Comments - RECORD #3006 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Melissa
Last Name : Chonka
Stakeholder Comments/Issues :

Please add an additional high speed rail in Western MA, Palmer, MA has a station that could be revitalized.

There are many people in the western part of the state that would benefit from this, please don't neglect us.

NEC DEIS Comments - RECORD #2314 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Akmam

Last Name : Chowdhury

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2537 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Catherine
Last Name : Christiano
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it would destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. Other proposed alternatives make far more sense, such as the one that would head north along I-91 to Hartford and then on to Providence and Boston, providing much-needed train access to inland areas.

NEC DEIS Comments - RECORD #452 DETAIL

Status : [redacted]
Record Date : 2/1/2016
First Name : John P.
Last Name : Christiano
Stakeholder Comments/Issues :

To whom it may concern, 1/31/16

Attached is my comment opposing the NEC Future Alternative 1 Proposed by the FRA.

Please contact me if you have any questions.

Sincerely,

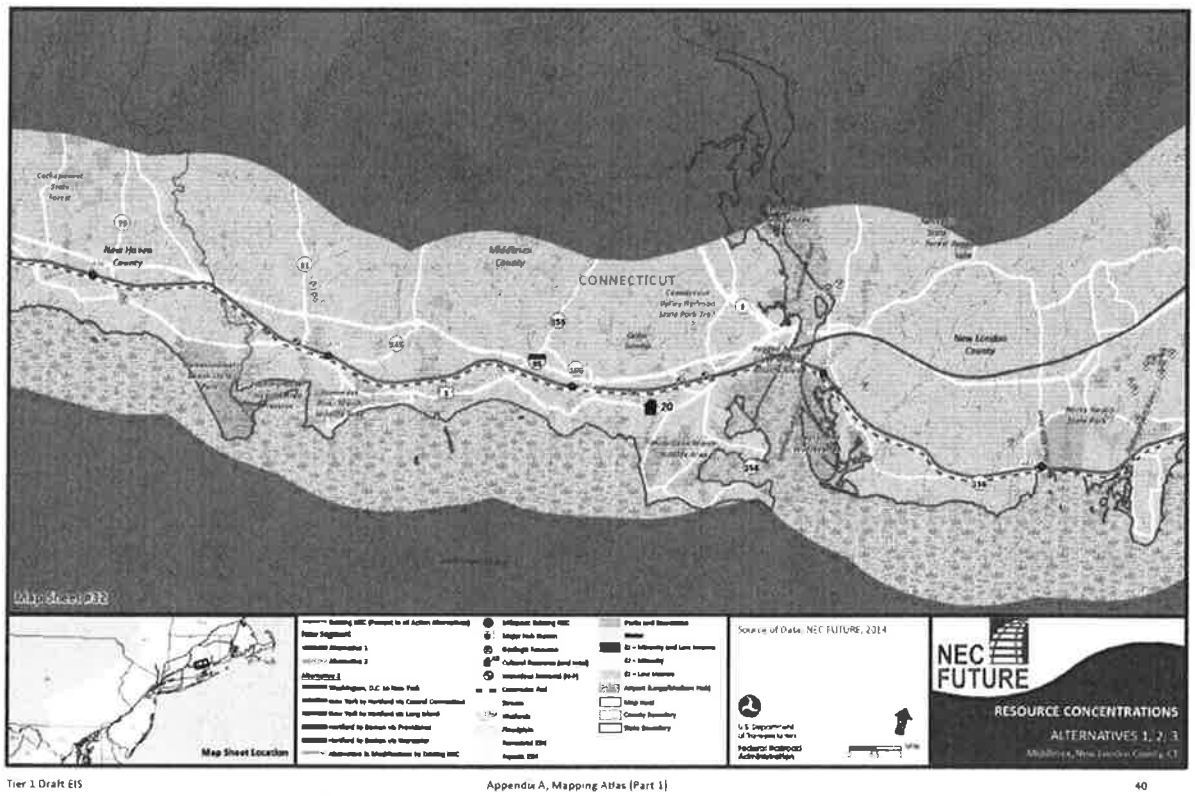
John P. Christiano
Old Lyme CT

To whom it may concern, 1/31/16

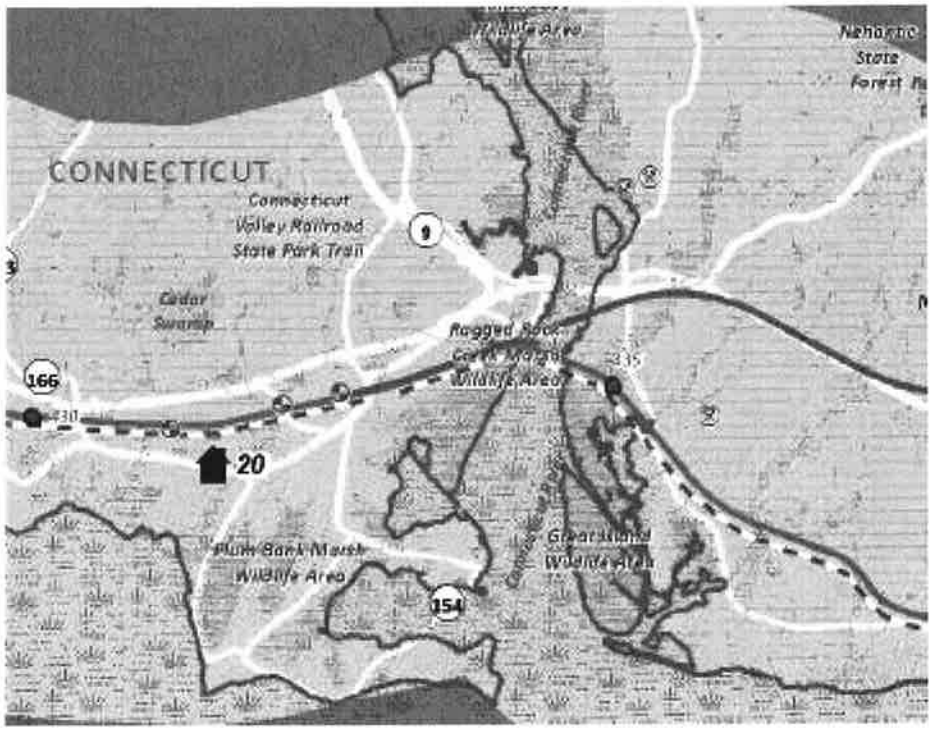
I am a resident of Old Lyme, CT, which is a beautiful historic town, bordered by the Connecticut River, an American Heritage River to the south and the Long Island sound to the east. Today I became aware of the Federal Railway Administration's, FRA, North East Corridor, NEC, proposed Tier 1 EIS Alternatives Report to improve rail transportation between Washington D.C. and Boston, Mass. One of the main features of the report in Alternative 1 includes a 50 mile bypass between Old Saybrook, CT and Kenyon, RI. The figures presented in Appendix A of the report show the bypass traveling directly through the town of Old Lyme.

"This alternative also includes one long parallel new segment in southeastern Connecticut, the Saybrook-Kenyon bypass. This new route, approximately 50 miles long, provides a more direct and faster route than the circuitous existing Shore Line, and it circumvents the existing movable bridges over navigable waterways connected to Long Island Sound, over which daily train movements are capped by current agreements and where approval for significant increases in future train traffic will be difficult to obtain." *NEC Tier 1*

The figures below are taken from Appendix A of the Tier 1 EIS Alternatives Report, Appendix A.



The close-up figure below shows the path of the bypass traveling directly through the heart of Old Lyme.



This proposal includes creating a 150 ft. wide easement through sensitive marshland environment bordering the town, Connecticut River and a pathway right through the center of the Old Lyme community. This is a disruptive plan that will destroy the historic character of the community and disrupt the surrounding sensitive natural marshland.

I understand the need to improve infrastructure to benefit our competitiveness in the world economy however; I also appreciate the history and beauty of our natural landscape and the need to preserve it. Our small town lies at the entrance to the Connecticut River and has been preserved due to its unique geology and relationship with the River. I urge you to take special care in your planning process to preserve the character of Old Lyme and the sensitive environmental surroundings. The current proposal shown in the figures above does not seriously consider the destructive impact this plan would have on our community or the environment.

Sincerely,

John P. Christiano

NEC DEIS Comments - RECORD #442 DETAIL

Status : [redacted]
Record Date : 1/31/2016
First Name : John
Last Name : Christiano
Stakeholder Comments/Issues :

To whom it may concern,1/31/16

I am a resident of Old Lyme, CT, which is a beautiful historic town, bordered by the Connecticut River, an American Heritage River to the south and the Long Island sound to the east. Today I became aware of the Federal Railway Administration's, FRA, North East Corridor, NEC, proposed Tier 1 EIS Alternatives Report to improve rail transportation between Washington D.C. and Boston, Mass. One of the main features of the report in Alternative 1 includes a 50 mile bypass between Old Saybrook, CT and Kenyon, RI. The figures presented in Appendix A of the report show the bypass traveling directly through the town of Old Lyme.

"This alternative also includes one long parallel new segment in southeastern Connecticut, the Saybrook-Kenyon bypass. This new route, approximately 50 miles long, provides a more direct and faster route than the circuitous existing Shore Line, and it circumvents the existing movable bridges over navigable waterways connected to Long Island Sound, over which daily train movements are capped by current agreements and where approval for significant increases in future train traffic will be difficult to obtain." NEC Tier 1

The figures below are taken from Appendix A of the Tier 1 EIS Alternatives Report, Appendix A.

The close-up figure below shows the path of the bypass traveling directly through the heart of Old Lyme.

This proposal includes creating a 150 ft. wide easement through sensitive marshland environment bordering the town, Connecticut River and a pathway right through the center of the Old Lyme community. This is a disruptive plan that will destroy the historic character of the community and disrupt the surrounding sensitive natural marshland.

I understand the need to improve infrastructure to benefit our competitiveness in the world economy however; I also appreciate the history and beauty of our natural landscape and the need to preserve it. Our small town lies at the entrance to the Connecticut River and has been preserved due to its unique geology and relationship with the River. I urge you to take special care in your planning process to preserve the character of Old Lyme and the sensitive environmental surroundings. The current proposal shown in the figures above does not seriously consider the destructive impact this plan would have on our community or the environment.

Sincerely,

John P. Christiano

Old Lyme CT

NEC DEIS Comments - RECORD #1877 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Leslie

Last Name : Christie

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2096 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Rosamund

Last Name : Christison

Stakeholder Comments/Issues :

I am adamantly opposed to this plan. As a long time resident of Lyme the Connecticut River is an important part of our town, the state and the entire east coast. It is unconscionable to consider building another bridge across the river. The impact on the community of Lyme and Old Lyme would be enormous and destroy the heart of our historic center.

NEC DEIS Comments - RECORD #2003 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Oni

Last Name : Chukwu

Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #877 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : John B.
Last Name : Churchill
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

Dear Ms. Braegelmann and Whomsoever else it may concern:

I read today that there is a plan being considered to put a rail line through the Patuxent National Wildlife Refuge. I think that would be a huge mistake. In an area that has been already over-developed, the refuge stands out as a pristine sanctuary for nature. I grew up nearby in Greenbelt and visited the refuge frequently as I was learning about birdwatching and nature in general. I can't begin to tell you how important that refuge is to the people that visit and to the wildlife in the area. A rail line would cause major harm on both of those fronts and I am opposed to that happening. Please consider nixing this option for the rail plan.

Thanks,

--
John B. Churchill
Frostburg, MD

NEC DEIS Comments - RECORD #2377 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Leonard

Last Name : Ciaburri

Stakeholder Comments/Issues :

I'm opposed to Alternative 1 because it would destroy the campus of the Lyme Academy Art School.

NEC DEIS Comments - RECORD #1493 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Tadria

Last Name : Ciaglo

Stakeholder Comments/Issues :

Alternative One is ridiculous! To ruin the beautiful community of Old Lyme is unspeakable! Repair the current train path if necessary, as it's existed for decades without any issues! Planners of this, would you want to have your town destroyed by your decisions, I think not!

NEC DEIS Comments - RECORD #3050 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Michael
Last Name : Cianfaglione
Stakeholder Comments/Issues :

As a local resident and engineer who has lived in metropolitan citys across America and benefited greatly from rail transportation, I must offer my serious opposition to the current proposal for the NEC high speed rail. While improvement to our current rail system could greatly aid in supporting sustainable and eco-friendly growth, the current plan WILL have a devastating impact on the local area and will not help in achieving the goals of the project. I STRONGLY encourage the FRA to seek further input from the local community to develop an alternative with greater potential to accomplish its goals and starting by avoiding detrimental impacts to the communities it touches. It is easy for a great plan on paper to overlook it's potential negative impact, and now that the community is engaged, it would certainly be a benefit to all parties to re-address the issue further.

Thank you

NEC DEIS Comments - RECORD #1925 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : MaryAnn

Last Name : Ciccone

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1931 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Thomas

Last Name : Ciccone

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1917 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Joseph

Last Name : Cieplak

Stakeholder Comments/Issues :

I am in strong opposition to Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. This is a beautiful campus in an historic area and should be nurtured, not destroyed.
Additionally other alternatives are much better suited to expansion of rail opportunities.

NEC DEIS Comments - RECORD #1643 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Carla
Last Name : Cirone
Stakeholder Comments/Issues :

Alternative 2 seems like the best blend of realistic improvements with an exciting vision for the future. I particularly like how it will connect NE CT (including UCONN) to the rail lines, this will be a great service for the population. Investment in new rail lines in this region makes good sense. I don't like Alternative 1 - the new line proposed in Old Saybrook CT seems like too much investment for too little gain, and it would cut through historic small towns. What would be the purpose? The gain from investing in new lines as proposed in Alternate 2 would instead provide welcome connections to the northern CT/NY regions.

NEC DEIS Comments - RECORD #2795 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Craig

Last Name : Citron

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #646 DETAIL

Status : [redacted]
Record Date : 2/9/2016
First Name : Luisa F.
Last Name : Robles
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

><> ><> ><> <><

Luisa F. Robles, PhD
Sustainability Coordinator
City of Greenbelt -Public Works
555 Crescent Road

Greenbelt MD 20770
240-542-2153
lrobles@greenbeltmd.gov

NEC DEIS Comments - RECORD #2735 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Hi Mike,
Thank you. We have been looking forward to receiving comments from the City of New Haven. Your continued engagement is very much appreciated.

Best,
Rebecca

Sent with Good (www.good.com)

From: Mike Piscitelli
Sent: Tuesday, February 16, 2016 11:07:08 AM
To: comment@necfuture.com
Cc: Reyes-Alicea, Rebecca (FRA)
Subject: Prepared Testimony of the City of New Haven, NEC Future - Feb 15 2016

Hello,
Thank you for the opportunity to enter prepared testimony concerning the Tier 1 DEIS. The City truly appreciates your efforts on this important matter. If you have any questions, please do not hesitate to call.
Mike

Michael Piscitelli, AICP
Deputy Economic Development Administrator
City of New Haven
165 Church Street, 4R
New Haven, CT 06510
(203) 946-2867

NEC DEIS Comments - RECORD #2744 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Joshua
Last Name : Kraus
Stakeholder Comments/Issues :

To Whom It May Concern:

Attached please find comments on the NEC Future Tier 1 Draft EIS from the City of New York, NY.

We look forward to continued engagement in this process.

Thank you very much,
Josh

Joshua Kraus
Director, Capital Project Development
New York City Mayor's Office
O: 212.788.2539 I C: 917.834.3071

Attachments : NEC Comment.pdf (114 kb)

OFFICE OF THE MAYOR
THE CITY OF NEW YORK

ANTHONY E. SHORRIS
FIRST DEPUTY MAYOR

February 15, 2016

NEC FUTURE
Rebecca Reyes-Alicea
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: NEC Future Draft Environmental Impact Statement Comments

Dear Ms. Reyes-Alicea:

Thank you for the opportunity to provide comments on the NEC Future DEIS. The City of New York is pleased that the Federal Railroad Administration is examining long term capacity needs for the corridor. As you are well aware, constraints on the current system already reduce its capacity and allow no room for growth. The purpose and needs statements in the EIS summarize these issues well, by pointing out aging infrastructure, insufficient capacity, gaps in connectivity, compromised performance and lack of resiliency. For all of these reasons, we are deeply engaged with Amtrak and other stakeholders to support the development of the Gateway project.

New York City is at the center of the dynamic and growing Northeast Megaregion of over 50 million people. Our geographic location and our high employment and residential densities make expanding capacity on the NEC critical to our future economic growth and the connectivity and vitality of our city. And as the nation's premier international gateway, we believe that improving intermodal connections is also essential. We anticipate that increased capacity on the NEC would also provide an opportunity to expand options for rail freight, reducing reliance on trucks. It will also provide much needed redundancy and resiliency.

While Alternative 1-Maintain makes some additional investments in the corridor, including the vital additional Hudson River crossings, your own analysis indicates that it will be insufficient in providing for increased demand after 2040. Given the long lead time inherent in planning, funding and building these improvements, more must be done.

We strongly support a long-term vision for true high-speed rail for the NEC. Trains are currently operating at speeds of 220 mph and above throughout the world, and that goal should not be merely aspirational in the NEC but attainable. We are very supportive of the concept of developing capacity for a system that as you put it "...becomes the dominant mode of travel in the NE, with the capacity to support the regional economy well into the future." To that end speeds must be improved along the entire corridor, so that travel from New York to Boston is just as competitive as travel from New York south to Washington D.C.

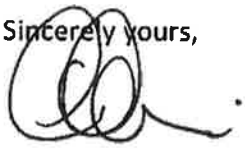
We also see a direct link between the rail investments and the capacity issues facing our regional airspace system. Even with the implementation of NextGen technologies, our three regional airports faced continued capacity constraints. Reinvesting and revitalizing the NEC will attract many of the short trips currently served by air to rail, and open airspace capacity to longer haul flights.

As a result, we support further consideration of Alternatives 2 and 3, which provide the strongest pathways for future growth of the NEC corridor and the region. We recognize that Alternative 3 in particular would provide for the most robust network and preserves the broadest set of options for the region to explore in the years to come.

To the extent that any selected alternative calls for new rail alignments in New York City, we look forward to a comprehensive analysis and stakeholder engagement process, beginning with direct outreach to New York City so we better understand the potential route and its impacts. We understand that any such action would also be subject to a full project-level Tier II EIS.

Attached to this letter are more detailed comments, including issues of particular significance to New York City. We look forward to continued collaboration on this process.

Sincerely yours,



Anthony Shorris
First Deputy Mayor
City of New York

City of New York Core Principles

Passenger Issues

1. Build additional tunnel capacity at both the Hudson and East Rivers to accommodate more passengers and to build resilience and redundancy into the system

The most critical investment in the corridor is the completion of the so-called "Gateway" project that will build two new tunnels underneath the Hudson River and increase the capacity of Penn Station. That project must be supplemented by increases in tunnel capacity under the East River as well as improvement in capacity between NYC and Newark NJ. The current capacity constraints in and out of New York City restrict growth along the entire corridor. At a minimum, the additional tunnels envisioned in Alternative 2 should be built.

2. Increase speed and reliability throughout the corridor to attract additional passengers

A goal of the options should be to equalize the speed provided both north and south of NYC. Current Amtrak operations make the rail connection between DC and NYC a preferred mode for business travelers. Speed improvements north to Boston will allow a greater market share to be captured in that market as well. Forecast travel time savings of between 70 and 97 minutes to Boston from NYC should encourage mode shifting from highway and air travel.

3. Establish a speed goal of 220 mph.

The 220 mph standard matches high speed rail speeds currently provided in many other nations. The limited areas proposed to meet that standard should be expanded.

4. Emphasize the environmental benefits of the investment program

Both Alternatives 2 and 3 attract significant additional ridership and provide benefits in terms of energy consumption and greenhouse gas emissions. These investments must not be considered in isolation but contrasted against what a similar investment in roadway infrastructure would cost and impact the environment.

5. Select investment packages that enable and encourage economic growth

While the travel time savings among the alternatives is similar, Alternatives 2 and 3 greatly increase regional job accessibility for residents in New York City and surrounding metropolitan area.

6. Improve Penn Station to provide additional capacity for trains and additional amenities for passengers

As the linchpin of the corridor, and the busiest rail station in the nation, an expanded and improved Penn Station is critical to successful implementation of a NEC investment program.

7. Make better connections between regional rail providers a key element of the program

The new capacity provided by the alternatives can be expanded even further by maximizing opportunities for new connections among the regional rail providers. Issues such as regional fare integration and interoperability need to be addressed.

Intermodal Issues

1. Improve connectivity to the region's major airports, including John F. Kennedy International Airport

Alternatives 2 and 3 provide enhanced service to BWI, Philadelphia, Newark Liberty and TF Green. Notably lacking in the analysis is John F. Kennedy International Airport. Station stops are shown on Alternative 3 in both Nassau County and Suffolk County, but no stop is shown for Jamaica in Queens County. Intercity trains must stop at Jamaica which serves as the largest hub for regional rail service provided by the Long Island Rail Road. Jamaica also provides a direct connection via the Port Authority's AirTrain to JFK, the nation's largest international gateway. Providing an easy connection through the existing AirTrain system to a high speed rail stop at Jamaica would be a boon to international passengers bound for locations along the NEC.

Freight Issues

1. Ensure that any expansion of the NEC not preclude or inhibit rail freight service where practicable.

The NYC region is a major rail hub for two Class 1 railroads and several short line railroads that ship vital food, construction, and commercial goods serving the region's approximately 19 million residents. The efficient movement of goods over the regional rail network is vital to NYC's economic development, by directly and indirectly supporting thousands of jobs.

2. Accommodate growth in freight volumes by adding capacity on the region's rail freight network

NYC recognizes that, by 2040, freight volumes will increase significantly in the New York City region. Both Alternatives 2 and 3, titled "Grow" and "Transform" respectively, help to meet those needs. The No Action Alternative and Alternative 1 do not provide sufficient capacity requirements for increased freight rail. According to the Tier 1 EIS, rail freight will experience a 66 percent increase in tonnage in the Study Area by 2040.

3. Ensure the continued involvement of rail freight stakeholders in the planning process

Local and national railroads serving New York City, such as the New York and Atlantic Railway (NY&A), the Port Authority of New York and New Jersey (PANYNJ), CSX Transportation, and Norfolk Southern, all of which are critically important in the NYC region's goods movement strategy, must be engaged in discussions regarding impacts of the NEC alternatives on the freight rail network.

4. Think of rail as a preferred method of moving goods as opposed to continuing reliance on trucks and our overburdened highway network

The Tier 1 EIS suggests that the overall volume of goods will increase over 128 percent by 2040 in the Study Area. This significant increase will likely affect the NYC region's highways given an overreliance on trucking to move goods. As congestion on highways increases, shippers will increasingly rely on the regional rail network to transport goods. When planning for increased passenger rail on the NEC, this scenario should be considered.

NEC FUTURE NYC Public Hearing

December 15, 2015

Good afternoon, I am Nina Arron, Director of Planning and Sustainability for the City of New Rochelle

I am here on behalf of the City of New Rochelle, the City Council and City Manager and am speaking in support of Alternative Two – Grow.

The City of New Rochelle is committed to Transit Oriented Development and Amtrak is an important partner for us. Amtrak's regional Boston to New York service stops in New Rochelle and we are in strong support of bringing existing infrastructure into good repair and growing Amtrak's services in our region.

New Rochelle has just completed a rezoning for its downtown, encouraging increased density which will result in population growth. This is in line with NEC Future's predictions of growth in the North East which makes it clear that NEC's no action alternative is not a viable option.

New Rochelle is building a future around multimodal transportation in Southern Westchester and the broader region, and bringing the North East Corridor existing infrastructure into good repair is the minimum that must be done to keep pace with growth and provide good service. This is also critical to improve Westchester's rail connectivity with the west side of Manhattan, in conjunction with the proposed improvements to the Metro North Railway now in New York State's capital budget.

Alternative Two - Grow - is our preferred alternative as it goes beyond just keeping pace with expected growth. It adds capacity to accommodate demand at the Hudson River and encourages substantial transport mode change, an estimated 93 annual trips, to passenger rail, a much more sustainable option than private vehicles in an area with already congested highways and bridges.

Thank you for the opportunity to speak in support of Alternative Two – Grow - and we look forward to following the progress of this extremely important initiative.

Nina Arron
Director of Planning and Sustainability
City of New Rochelle
[redacted]
New Rochelle, NY, 10801
[redacted]
narron@[redacted]

NEC DEIS Comments - RECORD #2500 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Annie
Last Name : Clark
Stakeholder Comments/Issues :

Although I am greatly in favor of expanding mass transit, I am opposed to destroying a college campus and a vital art community to do so. Seriously, there has to be a better way to go about this.

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts. I urge you to find alternative routes for this project. Thank you.

NEC DEIS Comments - RECORD #1088 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Dawn

Last Name : Clark

Stakeholder Comments/Issues :

Dear FRA,

I am a proud resident of the town of Old Lyme, CT. My family and I relocated here 3 1/2 years ago because of the great schools, small town values, charm and coziness of small town living.

The current Alternative 1 of the draft EIS for the NEC plan to improve the railways would destroy the heart of my town- Our town. The current pathway would decimate our already fragile wetlands (due to the 95 expansion), historic area, school area, community area and commerce area (which is minuscule to be begin with!).

I am vehemently opposed to Alternative 1 of this plan. There has got to be a better way to improve the rail system without destroying a town.

Thank you

NEC DEIS Comments - RECORD #2077 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Deanna
Last Name : Clark
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1519 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Kristen

Last Name : Clark

Stakeholder Comments/Issues :

I strongly oppose Alternative 1. As a resident of Old Lyme I am concerned of the impact it will have on our small town including our historic district.

NEC DEIS Comments - RECORD #3027 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Lisa
Last Name : Clark
Stakeholder Comments/Issues :

Thank you for the opportunity to comment on the EIS. While I am very much in favor of mass transit and improved railroads (I have taken Amtrak from Old Saybrook to DC and to Philadelphia and believe it is a way to travel), I cannot support the proposal to run the train line through the heart of Old Lyme, Ct. Such an action would devastate that small historic town. I am optimistic that the FRA can offer alternatives that will upgrade our rail system without degrading little communities like Old Lyme. If we really want high speed trains, the line needs to be moved significantly inland, with few curves, and only select major stops. And the likelihood of that is ... ? So, don't destroy a little town for a very little return in the rail system.

NEC DEIS Comments - RECORD #1883 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Jeff
Last Name : Clarke
Stakeholder Comments/Issues :

I would support a structural upgrade of the rail system using the existing route. The minimal benefit of the reroute to save commuters a few minutes of travel time will not justify the devastating impact on many homeowners and businesses. And the concept that this project will have a net positive effect on the ecology is laughable

NEC DEIS Comments - RECORD #2000 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Julie

Last Name : Clarke

Stakeholder Comments/Issues :

I am strongly opposed to the rail re-routing as a Old Lyme resident. Our historic town and our personal property would be greatly impacted. It would essentially destroy our town. I have every penny I have worked for invested into my home. If the rail is built through our town I will lose my home and the value received will not be market value. Not only would I lose my financial security but also my home and my town. I find it incomprehensible that the government would destroy such a lovely and historic residential area.

The proposed benefit of sustainability is inaccurate. The destruction of the terrain, a beautiful shoreline and all it's wildlife, is not justified by the proposed long term environmental improvements the new route would offer.

NEC DEIS Comments - RECORD #663 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Kay

Last Name : Clarke

Stakeholder Comments/Issues :

It would be a crime to move the RR so that it goes thru the middle of Old Lyme. It should stay near or where it is in location. Otherwise, it would disrupt a beautiful part of town with great legacy.

NEC DEIS Comments - RECORD #256 DETAIL

Status : [redacted]
Record Date : 1/24/2016
First Name : Christina
Last Name : Clayton
Stakeholder Comments/Issues :

Please reject Alternative 1, which cuts through the center of the Town of Old Lyme. We are a very small town with a disproportionately large historic and ecological significance. Townspeople have worked hard for generations to preserve our unique town and conserve its valuable lands and waterways. From what I understand of the route, this proposal would harm or destroy a significant part of what we have saved and managed. PLEASE TALK TO US!!!

NEC DEIS Comments - RECORD #1014 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Christina

Last Name : Clayton

Stakeholder Comments/Issues :

FRA's 2014 Connecticut River Railroad Bridge Environmental Assessment ("the Bridge EA"), a study that took at least seven years to complete, catalogues in detail and with particularity the extraordinary natural, archeological, historic, cultural and visual resources of Old Lyme. The EA is effectively a Tier 2 analysis of what is at stake in the Old Saybrook to Kenyon bypass segment of Alternative 1. While the building of a new moveable bridge next to the existing one would have a relatively minor impact on most of these resources, the impact of Alternative 1's elevated bridge and bypass would be profound. Will you consider the content of the Bridge EA, your own excellent study, in your selection of a Preferred Alternative for NEC FUTURE? HOW COULD YOU POSSIBLY IGNORE IT? Indeed, how was the bypass segment added to the Alternative 1 proposal presented for Public Comment in light of what you learned from the Bridge EA?

NEC DEIS Comments - RECORD #379 DETAIL

Status : [redacted]

Record Date : 1/29/2016

First Name : Christina

Last Name : Clayton

Stakeholder Comments/Issues :

The Old Lyme Land Trust (OLLT) hereby submits testimony in opposition to the Tier 1 Draft EIS Alternative I. For its 50-year history, OLLT, a private, non-profit organization, has worked with town residents to preserve over 900 acres with varied terrain and ecological characteristics. Our concern is that the proposal, as we understand the location of the new track, would remove, alter and harm wetlands, conservation land and other natural resources that OLLT and other groups have fought hard to save. These resources are precious and unique. For example,as you know, our tidal marshes and rivers are part of the CT River estuarine system. Harm to them could result in harm to the region. We urge you to adopt other solutions regarding improving the Northeast Corridor.

NEC DEIS Comments - RECORD #2864 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Amy Blaymore

Last Name : Paterson, Esq.

Stakeholder Comments/Issues :

Attached please find the Connecticut Land Conservation Council's (CLCC) comments on the Tier 1 Draft EIS for the Northeast Corridor Future Plan.

Thank you for your consideration. If you have any questions, please contact me anytime.

Sincerely,

Amy Blaymore Paterson, Esq.
Executive Director
Connecticut Land Conservation Council
16 Meriden Road
Rockfall, Connecticut 06481-2961
860-685-0785 office
860-614-8537 cell (best)
860-347-7463 fax
www.ctconservation.org

Join us on March 19, 2016 for the 32nd annual Connecticut Land Conservation Conference. More info and link to registration HERE <http://www.ctconservation.org/2016-conference>. Space is limited! Please register <http://events.r20.constantcontact.com/register/event?oeidk=a07ec3yvynw37471174&llr=e5k7fvbab> early!

Attachments : CLCC Comments Tier 1 Draft EIS for NEC Future Plan 2.16.16 via email.pdf (243 kb)

CONNECTICUT
Land Conservation Council

February 16, 2016

Sent via email to: comment@necfuture.com

Re: Comments on the Tier 1 Draft Environmental Impact Statement for the Northeast Corridor Future Plan

On behalf of the Connecticut Land Conservation Council (CLCC), thank you for the opportunity to submit the following comments on the Tier 1 Draft Environmental Impact Statement (DEIS) for the NEC Future Plan (the Plan).

As the umbrella organization for the state's land conservation community, CLCC works with land trusts (now numbering over 137), other conservation and advocacy organizations, government entities and landowners to increase the pace, quality, scale and permanency of land conservation in Connecticut while assuring the perpetual, high quality stewardship of conserved lands in the state. Consistent with our mission, ensuring the permanent protection of conserved lands and those valuable for conservation purposes is a priority for our organization.

This plan recommends three options to expand the Northeast's mass transit system. While we appreciate the need to explore and pursue initiatives to improve the efficiency and efficacy of our transportation system – in particular as those improvements relate to efforts to decrease carbon emissions – CLCC is concerned about the potential adverse impacts on Connecticut's current and potential inventory of lands preserved for open space conservation, agriculture and recreation.

These general concerns are further exacerbated by the DEIS's overall lack of details, making it extremely difficult to assess, from the maps and analysis provided, which lands will be impacted and the extent of those impacts. Our concerns include the following:

1. Impacts on Protected Conservation Land.
Each of the proposals, particularly options two and three, has the potential to significantly impact land protected for habitat and other conservation purposes. A list of examples of such lands is appended to the comments submitted by Audubon Connecticut, and includes public lands (e.g., Mansfield Hollow State Park) and private lands (e.g., Connecticut Audubon Society's Bafflin Sanctuary in Pomfret). Depending upon the nature of the resources, these lands are protected to varying degrees under local, state and federal law. Permitting any of these options to move forward will serve to undercut the protections on these lands currently accorded under these laws, posing a risk of adverse impacts to highly valuable landwater, agricultural and recreational resources.

2. Violation of Charitable Trusts and Conservation Restrictions
The massive development activities associated with each of the proposals, particularly options two and three, will result in a conversion of land protected for conservation to railroad infrastructure purposes. Many of the impacted parcels were conveyed to land trusts, other conservation NGOs, towns or the state with the intent, often memorialized by conservation restrictions, that they be permanently preserved and held in public trust for conservation purposes. Permitting the construction associated with the Plan would, at a minimum, undermine the charitable intent and the associated public purpose

and trust in permanently protecting the land that was established when the land was conveyed to the land trust.

3. Consistency with State Conservation Goals and State and Local Plans of Conservation and Development

In accordance with provisions of the Connecticut General Statutes, the state and its municipalities are required to adopt plans of conservation and development (POCD). Regional planning organizations and councils of governments also adopt POCDs . Generally speaking, the POCD's goals, policies and recommendations are intended to: reflect the desire of the residents; provide a framework for coordinating state, regional and local conservation and development activities; guide land use decisions and regulations; and provide programs for implementation in order to achieve the POCD's goals. Assessment of the Plan's potential impacts on the quality of life and health of local economies should be evaluated in the context of the POCDs not only of the state and affected region, but also of each of the towns impacted by the project.

4. Further setback to State Conservation Goals

Connecticut state law sets a goal of conserving 21 percent (673,210 acres) of Connecticut's land area. The Green Plan, Connecticut's official land conservation plan, establishes 2023 as the target date. That goal includes conservation land owned by municipalities, land trusts and other nonprofit organizations, water utilities and the state. Already struggling to meet this statutory goal, a project of this magnitude -- with alternatives two and three in particular likely converting tens of thousands of acres of habitat, recreation and agricultural lands to development for the rail infrastructure -- will set the state's land conservation efforts back even further.

For the foregoing reasons, we contend that a project of this magnitude, proposed multiple areas of the state rich with protected natural, scenic and recreational resources, should be subject to the highest and most comprehensive degree of scrutiny.

Thank you for your consideration.

Very truly yours,

Amy Blaymore Paterson
Executive Director
Connecticut Land Conservation Council (CLCC)

NEC DEIS Comments - RECORD #1695 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : David
Last Name : Cleary
Stakeholder Comments/Issues :

I live on the West Coast but still have roots in Old Lyme, CT. I certainly understand the need for rail service improvements but Alternative 1 affects Old Lyme, CT in a very negative way . Alternatives 2 or 3 will be more useful for the greatest number of riders.

NEC DEIS Comments - RECORD #1868 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Meghan
Last Name : Clement
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. We must preserve the learning grounds of our future leaders and scientists.

NEC DEIS Comments - RECORD #968 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Peter

Last Name : Clement

Stakeholder Comments/Issues :

This is a nightmare scenario. Downtown Old Lyme is a national treasure, not unlike Williamsburg ... seriously. A train does not belong there.

NEC DEIS Comments - RECORD #3060 DETAIL

Status : [redacted]
Record Date : 2/17/2016
First Name : Joseph
Last Name : Clift
Stakeholder Comments/Issues :

Attached- Joseph M. Clift Comments on NEC FUTURE Tier 1 Draft EIS.
Thank you.
Regards, Joseph M. Clift 212.245.6299 jmclift@[redacted]
From: info@NECFUTURE.com
To: JMCLIFT[redacted]
Date: Thu, 11 Feb 2016 16:19:42 +0000
Subject: NEC FUTURE Comment Period Closes 2/16

Last Chance to Comment on NEC FUTURE Tier 1 Draft EIS

The public comment period for the NEC FUTURE Tier 1 Draft Environmental Impact Statement (EIS) closes on February 16, 2016. It is not too late to participate and help shape the future of the Northeast Corridor. If you have not yet submitted a comment on the Tier 1 Draft EIS and would like to do so, please get your comment in by Tuesday, February 16. Comments can be provided online at www.necfuture.com, by email to comment@necfuture.com, or by mail. The Tier 1 Draft EIS is available for review at www.necfuture.com.

NEC FUTURE is the Federal Railroad Administration's (FRA) comprehensive plan for improvements to the Northeast Corridor (NEC) rail line from Washington, D.C., to Boston, Massachusetts. As part of this effort, the FRA released the Tier 1 Draft EIS for public comment on November 13, 2015 and held public hearings throughout the Northeast region. NEC FUTURE is a historic opportunity to set the future direction for the NEC.

All comments received by February 16 will be addressed in the Tier 1 Final Environmental Impact Statement, anticipated to be released in late 2016. We look forward to your feedback and continued involvement.

NEC FUTURE Team

Learn more at www.necfuture.com

I would like to unsubscribe from this mailing list

Attachments : 160216 JMClift Comments- NEC Future Tier 1 Draft EIS.pdf (20 kb)

JOSEPH M. CLIFT
[redacted]
New York, NY 10019-3726
E-mail: jmclift@[redacted]

February 16, 2016

NEC FUTURE
Comment@NECFUTURE.com

Re: Joseph M. Clift Comments on NEC FUTURE Tier 1 Draft EIS

1. Need for organized ongoing two-way public input- TOTALLY MISSING FROM THE CURRENT PROCESS! A public participation program should be established immediately, based on the very successful Access to the Region's Core Regional Citizens Liaison Committee, where there are multiple meetings that allow for two-way dialogue and far greater public feedback. Current public outreach is one-way, limited in communication, and insufficient to gain true public input. If NEC FUTURE Team is serious about public input, this must change immediately. Otherwise, conclusion one reaches is that Team is, by design, avoiding public dialogue and input.

2. Inclusion of a NY Penn Station (NYP) – Grand Central Terminal (GCT) 2-track connection- This is THE CRITICAL KEY MISSING ELEMENT OF NEC FUTURE BUILD ALTERNATIVES!

This connection must be added to Alternative 1, as well as the resulting base case for Alternatives 2 & 3. Completely missing from current alternatives, despite being vetted as constructible in the 2003 Access to the Region's Core Major Investment Study, which showed far greater induced rail ridership and reduced auto travel than all other alternatives examined, due to the addition of a second Manhattan station on the NEC, this one within an improved GCT in the middle of East Midtown, where twice as much office space is within a 10-minute walk, compared with NYP.

The NYP-GCT connection has the secondary benefit of avoiding the necessity of acquiring 1-1/2 blocks of Midtown Manhattan real estate and avoiding the necessity of constructing a station annex on the south side of NYP. Costs saved are in the billions of dollars, time saved is huge and political battles avoided are just as immense. Over 40% of NEC Manhattan riders are delivered to and from East Midtown without the need for a subway trip from and to NYP's overcrowded subway stations.

Clear language should be added throughout Alternatives descriptions to include the NYP-GCT connection as an alternative to an "Expanded Penn Station New York," and a full analysis must be performed and included in the report. Two examples of added language [in brackets]:

- 4.6.1.3 New Segment (Alternative 1)- ". . . . . Hudson River third and fourth tunnels and expanded Penn Station New York [or a 2-track connection between Penn Station and Grand Central Terminal, with passenger handling improvements at both stations]."
- 4.7.2.3 New York (Alternative 1)- "Two new tracks in one for two tunnels continue from new Jersey ~~at~~ [under] the Hudson River and terminate under 31st Street, south of Penn Station New York [or tie into the existing lower tracks of an improved Penn Station via the existing throat under 32nd Street and continue from the lower tracks out of the east end of Penn Station via the 1910-designed track ladder under 31st Street, then north under Park Avenue into the lower level of an improved Grand Central Terminal via the 1913-designed track ladder]."

Thank you for this opportunity to comment.

Sincerely,

Joseph M. Clift

NEC DEIS Comments - RECORD #1095 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Bruce

Last Name : Farmer

Stakeholder Comments/Issues :

Please do NOT re-route AMTRAK through the middle of Old Lyme,Ct as it would DESTROY this historic town and it's historic and current ART college and museums which people travel to from all over the world. How can people who sit in their office destroy a town by designing a very bad plan without even researching the impact of what they are doing.

NEC DEIS Comments - RECORD #1928 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Bruce
Last Name : Clinton
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2905 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Roxanne
Last Name : Coady
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2922 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Ann

Last Name : Cocks

Stakeholder Comments/Issues :

No! This would be a travesty if allowed. Please do not destroy our community.

NEC DEIS Comments - RECORD #2955 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Caitlyn
Last Name : Cody
Stakeholder Comments/Issues :

It breaks my heart to hear Alternative 1 would cut straight through the heart of my new town, Old Lyme, CT. I got married in July 2015 and was able to move into a beautiful home with my husband in Old Lyme. Old Lyme is not an inexpensive place to live and it would be a shame if the new railway were to cut into land where new homes could be built at a more affordable cost to bring in younger couples with children to fill our town with life and joy, not to mention keep our public school systems going. I would hate to see this wonderful, quaint town be compromised by the addition of a new train route since there is already a route that follows I-95 for the majority of the Connecticut shoreline.

Further, as an alum of UConn with limited transportation as I went to college, I would have appreciated Alternative 2 much more than any other option. I feel Alternative 2 would significantly increase young students' abilities to commute to college each semester, including weekend trips to/from home. Alternative 2 makes the most sense as it also come straight up a major highway in CT and would not have to alter any historical district on the shoreline, specifically Old Lyme.

Please do not choose Alternative 1 as it would not be much of a change for a considerably high amount of money. Instead, consider Alternative 2 since it parallels a major highway and gives UConn a greater chance to be visited and frequented.

NEC DEIS Comments - RECORD #1901 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Avner

Last Name : Cohen

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2426 DETAIL

Status : Action Complete

Record Date : 2/15/2016

First Name : Shlomi

Last Name : Cohen

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #862 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Christopher
Last Name : Colangelo
Stakeholder Comments/Issues :

I am writing to express my concern regarding the negative impact to the Old Lyme community if the proposed "Alternative 1" draft for the Northeast Corridor (NEC) is allowed to go forward (http://www.necfuture.com/alternatives/alternatives_comparison.aspx). The current proposal goes directly through downtown Old Lyme, CT and would directly impact our community in numerous ways.

1. environmental impact due to increased pollution
2. demolition of wetlands adjacent to the proposed site.
3. The proposed path would place the train within a few hundred yards of the Old Lyme High School and Middle school
4. Loss of character for downtown business - businesses such as Old Lyme Inn, Bee and Thistle Inn would be directly affected by having a high-speed train
5. Demolition of historic sites

I am asking that you not pursue this plan and take action on our behalf to stop the potential destruction of our quiet community.

Thank you.

Sincerely,
Drs. Christopher and Jennifer Colangelo

[redacted]
Old Lyme, CT 06371
[redacted]
cmcolangelo@[redacted]

NEC DEIS Comments - RECORD #2255 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : James
Last Name : Colberg
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #932 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Raymond

Last Name : Colbert

Stakeholder Comments/Issues :

The network needs to go west from NYC to Pittsburgh and to Chicago. A maglev there would be a plus.

NEC DEIS Comments - RECORD #3093 DETAIL

Status : [redacted]
Record Date : 2/29/2016
First Name : Robert B.
Last Name : Colburn
Stakeholder Comments/Issues :

As a 50+ year resident of Old Lyme Ct. I want to go on record as being completely opposed to rerouting the train lines from where they are now to going right through our historic district and historic town. Destroying a town to save a few minutes travel time is ridiculous.

Bob Colburn
[redacted]
Old Lyme, Ct.
06371
[redacted]

NEC DEIS Comments - RECORD #2674 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Abby Ann

Last Name : Cole

Stakeholder Comments/Issues :

Please do not ruin the beauty and history in our local shoreline communities with the addition of this rail line.

NEC DEIS Comments - RECORD #2424 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Helena

Last Name : Cole

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

The first speaker that I have is Stuart Coal.

MR. COLE: Okay. Well, having done work on the original electrification of the high-speed project in the '90s, I'm familiar with a lot of the railroad. I worked with a woman named Audrey Heard. We formed a little group called Citizens for Amtrak, based in eastern Connecticut, where there was a lot of opposition to the electrification.

My reaction to all these alternatives right now is they're extraordinarily expensive, and a lot of it seems like a dream, considering what money has been appropriated since the 1990s, over the past near 20 years now. It's been paltry to just maintain the system.

Here's what I see as the most important and much less expensive alternative. And by the way, a lot of the alternatives that you show going inland in Connecticut, it's really building a different railroad that would serve a different population. I'm not sure if that accomplishes much when you look at the growth in ridership that has happened in eastern Connecticut and Rhode Island, western Rhode Island, Kingston, University of Rhode Island. These are all very important markets that have long been served by the railroad and should continue to be served by them.

First, efforts to expand capacity through New York City are most important, obviously. The cessation of the tunnel that was to be built can be argued, from New Jersey, but obviously you need more capacity in that area.

What's lacking that I see is -- the obvious lacking of the railroad through New York City is no station that serves Brooklyn or Queens. Every other major city on the East Coast has suburban stations. New York City is unique in that it has one central station, Pennsylvania Station -- well, it has another one, Grand Central -- but they're both basically downtown.

This means that anybody in Brooklyn or Queens doesn't use Amtrak, because no one wants to go into mid-town Manhattan to get on a train. It seems obvious that the obvious place would be on the existing line, whether it's in Queens or Brooklyn, wherever that line goes before it goes up over Randall's Island or wherever it is, to have a station there.

Second, the original high-speed electrification included a high-speed flyover at New Rochelle to alleviate congestion where Metro North, the Harlem Line, meets Amtrak. That was never built, for whatever reason. It's different ones I've heard. It seems elemental that that would be something that would be needed and should be built to alleviate congestion there.

Third, the alternative route from Old Saybrook to

Rhode Island looks incredibly expensive, knowing the topography as I do in eastern Connecticut. And paralleling 95 or using the route of Interstate 95 is not really very realistic. Interstate 95 was designed -- actually, the old part of it has greater grades than were subsequently allowed on interstates. That's one reason the traffic flows so badly on it. And you're basically traversing ridges that run north-south in Connecticut, anywhere from zero at sea level to 150 feet above sea level.

So the infrastructure and earth moving would be just immense to effect a route that would then somehow connect into western Rhode Island.

It seems obvious to me that the route -- the one section which is a real slow place in eastern Connecticut and has two bridges, swing bridges, that have cost a mint to maintain is the route from Niantic to New London. And it seems to me, if you look at the map, you could straight line the line from Niantic, thereby giving Niantic back its waterfront, which it hasn't had for 150 years now, because the tracks basically run along the beach and cut the town off from its water.

So if the tracks ran northeast before they got to Niantic, and took across Niantic Bay and into New London, that route, thereby coming into the bridge over the Thames River at grade, then moving the New London station slightly to the north, you would then eliminate two swing bridges, one at Shaw's Cove and one at the Niantic River. Whether they would be needed for freight operations, I don't know.

But it seems like a simple solution to effect a section of track where literally the trains crawl up the Thames River to the New London station, if you've ever taken the train there.

After that -- there's a slow section from New London through to the Connecticut border, but after that it's a fairly high-speed track. The highest speeds attained today are in Rhode Island, and the highest speeds attained in Connecticut are west of Old Saybrook.

The New Haven Line, New Haven to New Rochelle, is problematic because it's very congested, and it's curvy. So anything that can help there is good. I think a lot of the problem there is simple traffic, when you combine Metro North and Amtrak trains.

MS. SIEGEL: Stuart, can I just interrupt you for a second? Are you almost wrapping up, because there is another person that wants to speak.

MR. COLE: Yes. I am wrapped. So thank you for your time.

MS. SIEGEL: Well, you didn't have to stop.

MR. COLE: I think I've covered everything. I'm good.

MS. SIEGEL: Great. Thank you very much. I appreciate that. Obviously very knowledgeable.

NEC DEIS Comments - RECORD #2993 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name : Colin
Stakeholder Comments/Issues :

Good letter Barbara.Hope all is well in Trumpland!Colin.
From: barbarajohnson222@[redacted]
Date: Tue, 16 Feb 2016 16:11:06 -0500
Subject: Rail Plan impacting the Patuxent Wildlife Refuge
To: comment@necfuture.com

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As the members of the Anne Arundel Bird Club (est.1954), we study, enjoy, respect and appreciate the wildlife protected by our National Wildlife Refuges. Members of our club frequently watch and count birds at the Patuxent Wildlife Refuge. We frequent the refuge as individuals and on organized field trips and bird counts. We deeply value it as a sanctuary, especially as we watch the regional habitat available to birds and other wildlife shrink at an alarming rate as human development and population encroaches. As citizen scientists, we are acutely aware that fragmentation of habitat drastically impacts the ability of wildlife to feed and reproduce. As citizens of Maryland and as lovers of our state's few remaining wild places, we write this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.
Our executive board and members ask you to protect one of the rare remaining safe places for birds and wildlife in our area.

Sincerely,
The Anne Arundel Bird ClubBarbara K. Johnson,Vice President[redacted]

NEC DEIS Comments - RECORD #2942 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Pamela
Last Name : Collagan
Stakeholder Comments/Issues :

Why, who, where & what..... Why did NO ONE know about this (thanks to Senator Blumenthal!!!) , who came up with this ridiculous idea so that people can save what , 15 mins????? Where is this railway REALLY going (seriously.... The historic part of our beautiful town that has been preserved for all these years, and now someone has a bright idea to run it through our beautiful, peaceful town!!!) . What is this going to accomplish & who is this going to benefit??? I seriously do not understand and cannot comprehend the idiocies ..... Obviously this was kept a SECRET for a reason!!!! I moved to this wonderful quiet town for a reason!!!!!! I am outraged with our state & those who govern it!!!!

NEC DEIS Comments - RECORD #1488 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Barbara
Last Name : Colley
Stakeholder Comments/Issues :

I am. NOT in favor of Alternative 1. It does not provide the greatest opportunity for growth, the time savings is only 35 minutes, and would impact the shoreline area, quite an important tourist attraction, TOO much. To think about impacting the and Lyme area is incomprehensible.

NEC DEIS Comments - RECORD #1054 DETAIL

Status :	Action Completed
Record Date :	2/12/2016
First Name :	Jack
Last Name :	Collins

Stakeholder Comments/Issues :

Kindly see the attached correspondence regarding the above matter.

Jack Collins
[Suisman, Shapiro logo (00405565)]
[redacted]
New London, CT. 06320
[redacted]
[redacted]
jcollins@[redacted]mailto:jcollins@[redacted]

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Attachments : 20160212095351582.pdf (1 mb)

Suisman Shapiro
Attorneys-At-Law

John A. Collins, III
Direct Dial: [redacted]
E-mail address: JCollins@[redacted]

Matthew E. Auger*
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Bryan P. Fiengo
Jeffrey W. Hill
Ryan W. Jazlri
Carolyn P. Kelly
Kristi D. Kelly
Robert B. Keville
Roger T. Scully
Robert G. Tukey

In Memoriam
Andrew J. Brand
James F. Brennan
James J. Courtney
L. Patrick Gray, III
Michael V. Sage
Matthew Shafner
Max M. Shapiro
Charles J. Suisman
Louis C. Wool

Of Counsel
Hinda K. Kimmel
Richard A. Schatz
Thomas B. Wilson

*Certified Civil Trial Advocate
National Board of Trial Advocacy

February 12, 2016

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom it May Concern:

I write in opposition to proposed NEC Future Tier 1 EIS Alternative 1. The opinions expressed herein are mine and do not necessarily reflect the opinions of the Suisman Shapiro law firm. Others more eloquent than I will likely address the full panoply of local societal, environmental and historical reasons as to why the Tier I alternative is inappropriate.

The Alternative 1 proposal suggests construction of a "new two track segment beginning east of Old Saybrook Station, shifting north of the existing NEC, crossing the Connecticut River on aerial structure in Old Lyme, and continuing in a series of tunnels, trenches, and aerial structures parallel to I-95 through East Lyme. The new segment shifts northeast and continues a short distance parallel to I-395 in Waterford before crossing to the south of I-395 in tunnel and continuing east adjacent to I-95....". **Chapter 4, page 4-64 Tier 1 Draft EIS statement (Figure 4-13).**

My comments address 3 issues: improper notice, disregard of groundwater considerations and a cost benefit analysis.

Notice:

I am advised that "As part of the Tier 1 Draft EIS distribution process, FRA distributed notification of the Tier 1 Draft EIS and public hearings throughout the Study Area (DC, MD, DE, PA, NJ, NY, CT, RI, and MA). The distribution included over 5,000 entities representing federal and state agencies, elected officials ranging from senators, congressman and local officials, municipalities, tribes, private and public stakeholders, and individuals". **Email from Rebecca Reyes-**

Alicea, USDOT – Federal Railroad Administration to me dated 2/8/16. While such notifications are admirable and certainly meant to be extensive, the notification process falls short of legal and common sense requirements.

Common sense would dictate that, at the very least, affected municipalities would receive notification of the Tier 1 proposal. Indeed, no such notification was ever provided to the 4 communities identified at page 4-46, supra. Moreover, a very quick search of the affected property owners along the suggested route would have revealed their name and addresses to allow communication to those most significantly affected. Such did not occur. See http://www.vgsi.com/vision/Applications/ParcelData/CT/Home.aspx.

From a legal perspective, NEC Futures Public Involvement Plan indicates that, as to local jurisdictions, "the study area includes numerous county and local jurisdictions, including jurisdictions with existing stations along the NEC mainline, station locations on c connecting lines, potential future station locations, and non-station jurisdictions potentially affected by future construction. Outreach to local jurisdictions may include meetings, videoconferences, informational mailings or e-mail communications. Individual meetings will be sought with mayoral and/or transportation staff for the NEC's largest cities". Emphasis added. **NEC Futures Public Involvement Plan Appendix F, 4.15**. No such communication with the affected local jurisdictions occurred. Had such notification occurred perhaps local jurisdictions and residents would have been notified of public hearings on November 10 and 12, 2014 in New Haven, CT and Providence, RI. **Table 11-9**. Clearly, such inadequate notice is not in keeping with the very essence of Section 101 of NEPA, and will subject the FRA to unnecessary future litigation associated with eminent domain issues.

Groundwater Considerations: To the extent that Alternative 1 proposes (it is not clear) to construct a tunnel upon crossing the Connecticut River into and through Old Lyme and its historical district, the proposal fails to address groundwater considerations attendant to such a proposal. A large underground watercourse travels from Rogers Lake in northern Old Lyme and essentially follows underneath Route 1, Lyme Street and thereafter to the beach communities and Long Island Sound. This watercourse is essential to the drinking water provided by well to thousands of local residents. A proposed tunnel will forever alter the course --- and drinking water supply ---of the many, many residents. Geological maps reflecting such water resources are readily available at Old Lyme Town Hall.

Cost: Alternative 1 is projected to cost $65 Billion. **NEC Futures Facts and Figures**. The proposal is expected to save passengers 30 minutes of travel time from NYC to Boston, and provide for additional trains per hour. $65 Billion to save 30 minutes. Let me repeat the prior sentence: $65 Billion to save 30 minutes. Respectfully, in a country with competing societal needs, there is no wisdom in investing $65 Billion tax-payer dollars to save 30 minutes for a limited number of individuals.

Thank you for your consideration.

Very truly yours,

John A. Collins, III

JAC/rs

NEC DEIS Comments - RECORD #2283 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Jean
Last Name : Collins
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #836 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Joe

Last Name : Collins

Stakeholder Comments/Issues :

Critical to do new tubes to Penn Station. Need station to Post Office move. Baltimore tunnels a must. Money spent on infrastructure is an investment, not an expense

NEC DEIS Comments - RECORD #1677 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Linda
Last Name : M Collins
Stakeholder Comments/Issues :

Please do not run the new high-speed train tracks through downtown Old Lyme. I am definitely in favor of improved rail service, but there has to be a better way.

I suggest you visit Old Lyme, particularly the Florence Griswold Museum on a nice day, to see how special it is. It is not only historic, it is beautiful. Alternative 1 would destroy this.

Sincerely,

Linda M. Collins
[redacted]
Old Lyme, CT 06371

NEC DEIS Comments - RECORD #2381 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Susan

Last Name : Collins

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Yours faithfully
Susan Collins

NEC DEIS Comments - RECORD #2382 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Jose

Last Name : Colon

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #976 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Susanne

Last Name : Colten-Carey

Stakeholder Comments/Issues :

I believe this is the most asinine proposal I have ever seen. To cut a town in half, destroy historic areas and mess with the Ct River estuary destroys my entire faith in the railroad system.

NEC DEIS Comments - RECORD #1028 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Sharon

Last Name : Colvin

Stakeholder Comments/Issues :

I totally oppose this option

NEC DEIS Comments - RECORD #390 DETAIL

Status : [redacted]

Record Date : 1/29/2016

First Name : Mona

Last Name : Colwell

Stakeholder Comments/Issues :

Please do not go with alternative 1, the negative impact on the town of Old Lyme would be devastating with no benefit.

MR. COMINS: Hello. I'm Patrick Comins. I'm Director of Bird Conservation for Audubon Connecticut. We are the state office for the National Audubon Society.

This is a massive undertaking, and while we can appreciate the potential reduction in carbon emissions by promoting mass transit, at the same time, the scope of these infrastructure proposals and the uncertainties associated with the planning present some significant potential concerns about negative impacts to wildlife and habitat, such as Audubon's important bird areas, wetlands, grasslands, forest interior habitats and other key habitats.

Further, the devil is generally in the details with these massive projects, and the details are very difficult to assess from the maps that are provided. This is a huge plan, with major implications for Connecticut. The Environmental Impact Statement needs to do a better job of outlining resources, such as private easements, NGO and municipal open space, habitat for state-listed species and also for species of global concern, as noted by the IUCN Red List --

MS. SIEGEL: Patrick, can you slow down just a little bit.

MR. COMINS: Sure. I'm trying to get through all of this.

MS. SIEGEL: That's all right. I won't cut you off.

MR. COMINS: -- the IUCN Red List and features such as interior forest habitat, as identified by the Center for Land Use Education and Research, a part of UConn.

Additionally, since there is a mix of at-grade and tunnel proposals included in these options, it would be good to have more details on things like the depth and methodology for drilling to better assess the impacts to sensitive surface resources.

We do have some specific questions that we'd like to raise at this time:

At what grade would the tracks be going through the Bent of the River area in Southbury? It's very difficult to asses where private open space is on these maps, and I notice that the Audubon Center at Bent of the River seems to be right in the middle of the route. That's an important bird area and really an amazing place in Connecticut. And can the surface portion which is proposed through Paugussett State Forest, Lake Lillinonah and George Waldo State Park be avoided by continuing that as a tunnel?

What would the impacts to the acreage of forest interior habitat be, which is likely to be far larger than the actual footprint acreage of forest habitat?

Can the fragmentation of Natchaug State Forest, which is a very important habitat for cerulean warblers, a

globally vulnerable species, can that be avoided?

Have you taken into account the impacts to private, NGO and municipal open space, or only state parklands and other state lands as well, like state forests and wildlife management areas?

Can people have detailed shapefiles of the routes and which areas are tunnel and which are surface so that we can better evaluate the impacts to critical resources?

What would be the impacts to state-listed species from this plan in Connecticut?

Would this proposed route be going at the surface through the Connecticut Audubon Society's Bafflin Sanctuary in Pomfret? It appears to from the maps. That is one of 27 recognized important bird areas in the state.

I also want to know what is going to be done with the materials that are from all of these drilling and tunnel routes.

We strongly suggest that consideration be given to reducing the existing tidal restrictions created by the existing rail lines as coastal routes are upgraded. That's causing a major problem for tidal marshes up and down the East Coast, and I think this would be an opportunity to address some of that.

Finally, the tunnel under Long Island Sound would likely have its own issues, depending on the tunnel construction methodology, and we would need a lot more detail to be able to properly assess that, especially since this route appears to cross some very unique, important and productive hard substrate bottomlands of Long Island Sound.

Audubon will continue to review these materials and to assess the impacts to critical habitats and will likely submit further testimony in January.

Thank you for the opportunity to comment tonight.

MS. SIEGEL: Thank you very much.

So I should remind others, I won't cut you off if you have a lot of material to get through, but it's easier for the stenographer and others of us to follow if we keep it a little bit slower. So thank you.

NEC DEIS Comments - RECORD #1709 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Nancy
Last Name : Condon
Stakeholder Comments/Issues :

A plan to create a rail system though the small coastal towns of Old Saybrook, East Lyme and Old Lyme would have far reaching negative impact. In particular, it's path through Od Lyme would literally destroy the entire communities ability to survive. It would not only destroy the town's small center and it's local businesses, it would impact the environmentally fragile coastal lands and neighborhoods. Old Lyme represents a unique town in the state of Connecticut, because of it's historical and cultural interests, as well as it's ecologically important location adjacent to the Ct. River and Long Island Sound. Connecticut is already severely faltering with residents and business leaving the state. A move to decimate an entire, beautiful coastal town would surely be another nail in the coffin of our tiny state's future and economy. The towns of Old Saybrook, Old Lyme and East Lyme are such an asset to our state, as they attract tourists and businesses seeking a quiet, peaceful coastal lifestyle. A plan which would destroy large portions of these towns would change the very nature of these communities and diminish their value. Connecticut can't afford to destroy what little is left of the historic coastal communities.

NEC DEIS Comments - RECORD #1144 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Delphine

Last Name : Condron

Stakeholder Comments/Issues :

do not use alternative one

NEC DEIS Comments - RECORD #1632 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Anne D.

Last Name : Stubbs

Stakeholder Comments/Issues :

We are pleased to submit the attached letter from Northeast and mid-Atlantic state transportation agencies commenting on the draft NEC FUTURE Tier 1 Environmental Impact Statement. Thank you for your consideration.

On behalf of the signatory states,

Anne D. Stubbs
Executive Director
CONEG Policy Research Center, Inc.
400 North Capitol Street, NW, Suite 382
Washington, DC 20001
p/(202) 624-8450 f/(202) 624-8463
http://www.coneg.org/

Attachments : NEC States letter to FRA re NEC Future draft EIS_2-12-16.pdf (421 kb)

January 21, 2016

Sarah E. Feinberg
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590-9898

Dear Administrator Feinberg,

On behalf of our seven agencies, we respectfully request a 60-day extension for submitting comments to the Federal Railroad Administration (FRA) on the NEC FUTURE Tier 1 Draft Environmental Impact Statement (Draft EIS). The additional time is needed so that states with a major stake in the future of the Northeast Corridor can complete a careful review of the extensive document and their consultation with key stakeholders.

Specifically, this request for an extension of time for our states and state agencies to comment on the subject document need not affect the schedule for public comment or the Record of Decision. It is necessary because of the extraordinary volume and complexity of the technical material to be read, understood, researched, and commented upon. Some of the proposed projects included within the alternatives have implications and consequences that require more time for us to fully assess, particularly their impact and compatibility with local needs and concerns.

In addition, our states need time to engage our own key stakeholders in thoughtful discussions of the Draft EIS after the FRA has conducted its public hearings on the document. The FRA public hearings began on December 9, 2015 and continued through January 20, 2016. The public comment period ends on January 30, 2016, making it virtually impossible for our states and agencies to engage effectively within each state and among one another before responding to the FRA with meaningful comments to the Draft EIS by the deadline.

The proposed project is potentially one of the most significant and critically important infrastructure projects in the Northeast and Mid-Atlantic region. We need more time to complete our reviews and determine properly the scope and content of our comments on the NEC Future Draft Tier 1 EIS document.

continued

Therefore, we request an additional 60-days for the state transportation and transit agencies to submit their comments to the FRA.

Sincerely,

James Redeker
Commissioner
Connecticut Department of Transportation

Leif Dormsjo
Director
District Department of Transportation

Stephanie Pollack
Secretary & Chief Executive Officer
Massachusetts Department of Transportation

Dennis Martin
Interim Director
New Jersey Transit

Ronald L. Epstein
Assistant Commissioner for Policy and Planning/CFO
New York State Department of Transportation

Toby Fauver, AICP
Deputy Secretary for Multimodal Transportation
Pennsylvania Department of Transportation

Peter Alviti, Jr., P.E.
Director
Rhode Island Department of Transportation

cc: Rebecca Reyes-Alicea

February 12, 2016

Sarah E. Feinberg
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590-9898

Dear Administrator Feinberg,

On behalf of our ten states and agencies, we are pleased to submit comments for the record regarding the Federal Railroad Administration's (FRA) Draft Environmental Impact Statement (DEIS) for the Northeast Corridor Future study (NEC, NEC FUTURE or the Corridor).

While the analysis assesses the potential effects of the NEC FUTURE rail investment alternatives within the study area on the economy, transportations system, and the human and natural environment, the proposed federal action being evaluated will lead to the adoption of an investment program to improve passenger rail service in the study area. Therefore, our comments reflect both environmental considerations as well as the investment program. In addition to these comments, States may elect to provide additional comments separately.

Our States, in partnership with Amtrak and the Federal government, share responsibility for this important passenger and freight rail corridor. The Corridor is used by nine passenger rail operators and four freight railroads. Every day the 457-mile main line between Boston, MA and Washington, DC carries over 700,000 commuter rail and 40,000 Amtrak intercity passengers on over 2,000 trains. The Corridor is an integral part of the region's transportation network and the national economy, providing access to core employment centers that contain one out of every three jobs in the region. The NEC region generates $1 out of every $5 of the US gross domestic product on two percent of the nation's land area. Measured alone, the region's economy would be the fifth largest in the world and loss of its services would have an estimated economic impact of $100 million per day. Protecting and improving the safety, performance and reliability of its existing services and bringing the corridor to a state-of-good-repair are of paramount importance well beyond just our region's geographic boundaries.

Under a cost-allocation policy developed in response to a mandate in Section 212 of the Passenger Rail Infrastructure and Investment Act of 2008, USDOT, FRA, FTA, Amtrak, and a majority of the NEC States have agreed to a cost-sharing policy that is intended to fund a multi-year, minimum threshold for annual Corridor investment. While this minimum threshold funding is significant, its focus is on maintenance of existing services and infrastructure.

→

It will not address a state-of-good-repair backlog in excess of $20 billion, build the additional capacity necessary to fully maintain existing services, or provide for the replacement of antiquated rail tunnels, bridges and other significant infrastructure components of this interstate network which would normally be a Federal responsibility. The various alternatives and the specific improvement projects contained within each alternative will not be progressed without a significantly larger commitment of federal funding.

The Tier 1 EIS and SDP will provide a framework within which federal agencies will carry out the required environmental reviews for specific projects to implement the NEC FUTURE investment program; and, if the FRA issues a Tier 1 ROD, the ROD will identify the vision for the NEC that will guide the FRA's future funding decisions. As such, it is important that these documents represent accurately both the States and the Federal governments' capability to provide their share of the funding needed to support a Preferred Alternative. Considerations of which projects to implement and their timing should continue to depend on professional analysis of market demand for the various proposed future services.

The No Action Alternative identified in the NEC FUTURE study, as the base line for comparative purposes, is not an acceptable outcome for the Northeast Corridor and would lead to network failure. Although the No Action Alternative presumes funding levels far higher than historic investment levels – and far higher than any currently available level of Federal and other funding is likely to produce, it would still fail to achieve a state-of-good-repair, eliminate capacity constrained chokepoints and replace aging infrastructure. The No Action Alternative would guarantee a continued erosion of service quality and service reliability and fail to meet the most basic increased travel demands in a growing economy. The No Action Alternative would cause increasingly overcrowded trains, less reliable service and threaten growth prospects for the region and nation, damaging a globally competitive economic environment.

From the perspective of the signatories to this letter, a Preferred Alternative should be the mix of projects from among the alternatives presented that will create an immediate framework for investment while not limiting future options to the extent that is practical.

A Preferred Alternative in the Final EIS and ROD must accomplish several primary objectives. It must accommodate investment in the existing infrastructure, returning the entire Northeast Corridor to a complete, safe and secure state of good repair. This is a pragmatic step that recognizes that existing local and intercity markets must continue to be served while planning moves forward to add new routes and expand services. Next, the Preferred Alternative must acknowledge that states, public authorities, and operators retain their right to make independent decisions on funding and implementing projects within their jurisdictions. Whatever decision-making structure may be incorporated, states should be given the opportunity to be full partners with the ability to opt in or out and to negotiate for outcomes that merit local support. It should provide an envelope to allow for and accommodate projects planned for or already under way and align with the investment priorities of states, local transportation agencies, and Amtrak. It should provide a reasonable funding and project execution path between the existing NEC Five Year Capital plan and a 2040 horizon, and be bounded by a reasonable assumption of resources that could be available, including Federal funds. It should also present a business plan by which the goal of a stronger NEC will be achieved. That business plan should address the issue of funding and outline the process by which projects will be evaluated and advanced. What it should not do is construct a scenario by which states and transit authorities that support intercity rail are required to financially support unaffordable corridor strategies and assume obligations that are properly Federal.

When considering capacity expansion for the NEC, a Preferred Alternative should complete state-of-good-repair projects which provide for replacement/rehabilitation of antiquated tunnels, bridges and other infrastructure, include capacity improvements needed to maintain economic growth, and plan for ridership increases resulting from population increases and changing demographics.

In addition, the Preferred Alternative should acknowledge the need to improve the intercity passenger rail connecting routes which provide regional and national access to the NEC main stem and suggest a process by which that need will be met. While some of these routes will not be on the Passenger Rail Corridor Investment Plan for the NEC, they should be recognized as important components of the regional and national intercity rail network and sources of ridership and revenue for the future. Engaging the states and authorities developing their plans and services in the ongoing NEC process will provide important background for long-term growth in services and capital investment needs the NEC owners and operators will need to address.

Sincerely,

James Redeker
Commissioner
Connecticut Department of Transportation

Jennifer Cohan
Secretary
Delaware Department of Transportation

Leif Dormsjo
Director
District Department of Transportation

Bradley Smith
Director of Freight and Multimodalism
Maryland Department of Transportation

Stephanie Pollack
Secretary & Chief Executive Officer
Massachusetts Department of Transportation

Dennis Martin
Interim Director
New Jersey Transit

Ronald L. Epstein
Assistant Commissioner for Policy and Planning/CFO
New York State Department of Transportation

Toby Fauver, AICP
Deputy Secretary for Multimodal Transportation
Pennsylvania Department of Transportation

Peter Alviti, Jr., P.E.
Director
Rhode Island Department of Transportation

Chris Cole
Secretary
Vermont Agency of Transportation

cc: Rebecca Reyes-Alicea

NEC DEIS Comments - RECORD #222 DETAIL

Status : [redacted]

Record Date : 1/21/2016

First Name : Anne D.

Last Name : Stubbs

Stakeholder Comments/Issues :

From: CONEG
Sent: Thursday, January 21, 2016 3:58 PM
To: 'sarah.feinberg@dot.gov' <sarah.feinberg@dot.gov>; Rebecca Reyes-Alicea <Rebecca.Reyesalicea@dot.gov>; 'comment@necfuture.gov' <comment@necfuture.gov>
Cc: Paul Nissenbaum <paul.nissenbaum@dot.gov>; 'david.valenstein@dot.gov' <david.valenstein@dot.gov>
Subject: NEC States' letter requesting 60-day comment period extension on Draft NEC FUTURE Tier 1 EIS

Attached is the letter from seven NEC states requesting an extension of 60-days for the states and state agencies to comment on the draft NEC FUTURE Tier 1 Environmental Impact Statement. Thank you for your consideration.

On behalf of the signatory states,

Anne D. Stubbs
Executive Director
CONEG Policy Research Center, Inc.
400 North Capitol Street, NW, Suite 382
Washington, DC 20001
p/(202) 624-8450 f/(202) 624-8463
http://www.coneg.org/

Attachments : States Request for Extension - NEC Future DEIS _1-21-16.pdf (206 kb)

NEC DEIS Comments - RECORD #2262 DETAIL

Status :	Pending
Record Date :	2/15/2016
First Name :	Robert
Last Name :	Congdon

Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, as well as harm the character of the Old Lyme historic district and protected areas of the CT River estuary.

NEC DEIS Comments - RECORD #2911 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Seth

Last Name : Moulton

Stakeholder Comments/Issues :

Hello -

Attached please find a letter from Congressman Seth Moulton (MA-06) for the NEC FUTURE comment period. Please do not hesitate to contact me if you have any questions.

Thank you,
Eric

Eric Kanter
Office of Congressman Seth Moulton (MA-06)
1408 Longworth HOB | Washington, DC 20515<https://owa.house.gov/owa/UrlBlockedError.aspx>
202-225-8020<tel:202-225-8020>

Attachments : Rep. Moulton NEC FUTURES Comments.pdf (786 kb)

SETH MOULTON
SIXTH DISTRICT, MASSACHUSETTS

COMMITTEE ON ARMED SERVICES
COMMITTEE ON THE BUDGET
COMMITTEE ON SMALL BUSINESS
SUBCOMMITTEE ON HEALTH AND TECHNOLOGY
RANKING MEMBER

1408 LONGWORTH BUILDING
WASHINGTON, D.C. 20515
202.225.8020

21 FRONT STREET
SALEM, MA 01970
978.531.1669

moulton.house.gov
@TeamMoulton

UNITED STATES
HOUSE OF REPRESENTATIVES

February 16, 2016

Ms. Rebecca Reyes-Alicia
NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Dear Ms. Reyes-Alicia,

First, I want to applaud the Federal Railroad Administration's efforts to improve and enhance passenger rail service along the Northeast Corridor through NEC FUTURE. For too long, the Northeast Corridor rail system has failed to meet the growing demands of the 21st Century, and held back economic growth as a result. As you continue to evaluate and identify potential solutions for the long–term transportation needs of the region, I ask that you consider the North-South Rail Link (NSRL) as part of your "Alternatives Considered" to unify the Northeast Corridor's disconnected interstate rail system.

Over the past decade, the Commonwealth of Massachusetts, in partnership with the FRA and other federal stakeholders, have been pressing ahead with the short-term expansion of Boston's North and South Stations without seriously considering the NSRL's through-service alternative. Already, there is overwhelming evidence that South Station expansion is currently facing rapidly rising costs and provides only temporary capacity relief. This is a decidedly nineteenth-century approach to a serious problem for a twenty-first-century metropolis. Across the globe, leading cities are connecting terminal stations to meet the demands of an increasingly mobile society, and we should be doing the same here in the United States.

The NSRL would connect Boston's North and South Stations, providing full commuter and subway connectivity in the city, run-through service for intrastate commuter trains, and full connectivity for interstate trains traveling along the Northeast Corridor. The NSRL Draft Environmental Impact Report (DEIR), which was suspended by MassDOT in 2003 for short-term political and budgetary reasons after eight years of work, emphasizes that a unified regional rail system, fully linked to Boston's downtown transit lines, is a vital investment for the long-term efficiency of our transportation network and creates huge benefits for the regional economy. The ability to take a train from Washington D.C. or New York, through Boston to destinations in New Hampshire and Maine, would make the entire Northeast region more competitive by improving access to skilled workers, jobs, affordable housing, and new opportunities for economic development.

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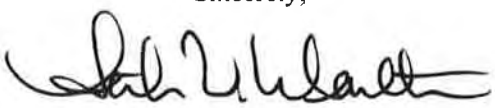
It is deeply concerning that the DEIS for the Northeast Corridor Rail Investment Plan identifies South Station as a Major Hub, without fully addressing the ways in which NEC FUTURES plans to address the growing capacity issues and the costs associated with expanding this stub-end terminal. It is estimated that the South Station and North Station expansion projects would cost upwards of $3 billion and only serve to exacerbate the efficiency and connectivity issues that have plagued the Commonwealth's transportation system and the Northeast Corridor for decades.

In contrast, the through-service provided by the North-South Rail Link presents long-term benefits of substantially faster commute times, higher revenues from more passengers, significantly greater operating efficiencies, reduced highway congestion, and the conversion of urban rail yards into more productive spaces by pushing switching and storage yards outside of Boston. In fact, the savings are substantial enough to bond a major portion of the project costs. Further, studies of comparable projects underway in dozens of cities across the globe today suggest that the NSRL could be completed for approximately the same cost as expanding both terminals. All this strongly suggests that the addition of more surface tracks at both stub-end terminals does little to address increased congestion and would be a poor investment.

I believe that now is the time to take a bold, visionary, and regional approach to our transportation crisis, one that will secure the Northeast Corridor's place as a world-class transit network for the next century. As NEC FUTURE continues to address the growing economic and population demands on the Northeast Corridor, I strongly urge you to include the North-South Rail Link in the DEIS. A fully unified rail network from Maine to Washington D.C. improves our economic competitiveness, addresses significant capacity needs, and makes for a stronger Northeast Corridor for decades to come.

Sincerely,



SETH MOULTON
Member of Congress

Congress of the United States
Washington, DC 20515

February 5, 2016

Administrator Sarah Feinberg
Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: NEC FUTURE Tier 1 Draft EIS

Dear Administrator Feinberg:

As the Federal Railroad Administration continues the NEC FUTURE planning process, we write to underscore the importance of creating and maintaining a sense of open communication with communities who may be affected by new track segments constructed under the proposed Action Alternatives. Furthermore, we believe that it would be prudent for the FRA to consider hosting additional meetings and listening sessions in southeastern Connecticut.

As representatives for the southeastern shore of Connecticut, we have seen firsthand the major need for improvement along the rail line. In fact, the vast majority of our constituents support upgrading our rail infrastructure to benefit our local economy and boost tourism. Unfortunately, these same constituents believe that the FRA has not done its due diligence in providing proper community outreach in towns that will be the most impacted by new track construction.

Specifically, we write to raise concerns we have heard from our constituents regarding the proposed new segment construction outlined in Alternative 1. As you know, the new segment in Alternative 1 will shift northward east of the Old Saybrook Station and run through several Connecticut and Rhode Island shoreline communities before reconnecting to the existing segment in Kenyon, RI. Connecticut's shoreline boasts a rich, vibrant history and is home to quiet villages and historic port cities. Importantly, according to the assessment of cultural resources and historic properties in the draft Environmental Impact Statement (EIS), Connecticut is home to the greatest amount of properties on the National Register of Historic Places that may be affected by new rail construction.

To that end, it is understandable that the NEC FUTURE Draft EIS has raised alarm among many Connecticut residents. Many in the region were surprised to learn about the potential placement of a new rail line in the towns. For example, as currently proposed Alternative 1 would run straight through the center of Old Lyme, impacting the cultural, historical and geographic integrity of the town – which is concerning to town leaders and community stakeholders. We recognize that FRA held listening sessions and public meetings in several Connecticut cities, and we understand that the proposals in the EIS are just the beginning of any analysis—a more thorough vetting with local stakeholders consistent with federal law would happen before any

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project moves forward. Still, it appears that little engagement was done in these communities to assess even the preliminary views and concerns of those potentially impacted by the proposed new segment in Alternative 1 prior to inclusion in the report.

While we understand that the FRA is still in the project planning stages of NEC FUTURE and many more steps remain ahead in this process, we believe consistent community involvement will serve as the most important tool for finding agreeable alternatives, increasing local buy-in, and instilling a sense of trust among affected residents. As the planning process moves forward, we request that the FRA host listening sessions along the Connecticut shoreline where the proposed Alternative 1 new track segment will be constructed in order to hear the views and concerns of the communities in this area.

Thank you for your consideration of our request, and we look forward to your response.

Sincerely,

RICHARD BLUMENTHAL	CHRISTOPHER S. MURPHY	JOE COURTNEY
United States Senate	United States Senate	Member of Congress

Cc: Rebecca Reyes-Alicea, Program Manager
NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

James P. Redeker, Commissioner
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111

NEC DEIS Comments - RECORD #1926 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Edmund
Last Name : Conklin
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Alternative 2 picks up a major city and the UCONN campus which is isolated.

NEC DEIS Comments - RECORD #2439 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Janet

Last Name : Conklin

Stakeholder Comments/Issues :

Dear Federal Rail Administration:

I oppose alternative 1 of the Northeast Corrider Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Thank you

NEC DEIS Comments - RECORD #2814 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Edward

Last Name : Conlin

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1281 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Christine

Last Name : Conlon

Stakeholder Comments/Issues :

Maintain isn't enough. We are overdue and well behind the rest of the world. I vote for Transform.

STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Office of the
Commissioner

An Equal Opportunity Employer

January 13, 2016

Ms. Rebecca Reyes-Alicea
NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Dear Ms. Reyes-Alicea:

Thank you for the opportunity to comment on the Federal Railroad Administration's Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS) for NEC FUTURE. The Tier 1 Draft EIS presents a sweeping and unprecedented vision for the future of rail service in the Northeast and the State of Connecticut in particular.

The selection of a preferred alternative or alternatives will have benefits and consequences for commuters and communities for decades to come. For this reason, the alternatives in this nearly 1000-page document deserve careful consideration not only by state officials, but by stakeholders, many of whom are providing comments via your public hearings. The State of Connecticut will take this stakeholder feedback into account in preparing its own comments on the Tier 1 Draft EIS. Also, Governor Malloy has directed the Connecticut Office of Policy and Management (CT OPM), Connecticut Department of Transportation (CT DOT), Connecticut Department of Energy and Environmental Protection (CT DEEP), Connecticut Department of Housing (CT DOH) and Connecticut Department of Economic and Community Development (CT DECD) to submit a unified, comprehensive set of comments for the State of Connecticut.

Given the above, we respectfully request an additional 60 days to complete our review and vetting of the Tier 1 Draft EIS. The additional time will allow proper review of the extensive document and consideration of stakeholder feedback.

Thank you for considering this request. We look forward to receiving your timely response. Please feel free to call us with any questions.

Sincerely,

Benjamin Barnes
Secretary, CT OPM

James Redeker
Commissioner, CT DOT

cc: Senator Richard Blumenthal
Senator Christopher Murphy
Congressman John Larson
Congressman Joe Courtney
Congresswoman Rosa L. DeLauro
Congressman Jim Himes
Congresswomen Elizabeth Esty
Robert Klee, Commissioner, CT DEEP
Evonne Klein, Commissioner, CT DOH
Catherine Smith, Commissioner, CT DECD
Scott D. Jackson, CT OPM Undersecretary, Intergovernmental Policy Division

State of Connecticut

HOUSE OF REPRESENTATIVES
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE DEVIN R. CARNEY
TWENTY-THIRD ASSEMBLY DISTRICT

LEGISLATIVE OFFICE BUILDING, ROOM 4200
300 CAPITOL AVENUE
HARTFORD, CT 06106-1591

CAPITOL: (860) 240-8700
TOLL FREE: (800) 842-1423
Devin.Carney@housegop.ct.gov

MEMBER
ENVIRONMENT COMMITTEE
HIGHER EDUCATION AND EMPLOYMENT ADVANCEMENT COMMITTEE
TRANSPORTATION COMMITTEE

February 12, 2016

NEC Future
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom It May Concern:

Please see the attached petition against the NEC Future Tier 1 EIS 'Alternative 1' proposal, specifically regarding its effect on the Town of Old Lyme and the region. As you can see, hundreds of townspeople have signed it and are united in opposition to this plan that will negatively impact Old Lyme's character, history, and quality of life.

In addition, there has been a lot of testimony submitted from local leaders and townspeople and I urge you to consider a different plan for the future of the Northeast Corridor. As I stated in my letter drafted on January 25, 2016, 'Alternative 1' will have devastating effects on our homes, businesses, the Old Lyme Historic District, local schools, and our precious environment and natural resources.

Thank you.

Sincerely,

Representative Devin Carney
Lyme, Old Lyme, Old Saybrook, Westbrook

Please Sign

PETITION TO: **NEC FUTURE**
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

SUMMARY:
Stop Alternative One from destroying the quality of life in Old Lyme. The proposed new rail lines will:
- **# Destroy homes and businesses**
- **# Damage and significantly change the Lyme Art Academy College, Lyme Art Association, Florence Griswold Museum**
- **# Negatively impact our schools, our library and a large segment of our Historic District**
- **# Forever harm and alter privately owned real estate and rights**
- **# Destroy wetlands, open space and natural resources**

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Cheryle Mullaney	Cheryle Mullaney	23-1 Grassy Hill Rd Old Lyme	2/11/16
T. ANASTASIOU	Theodore Anastasiou	264 Shore OLD LYME	2-11-16
Scott Houston	[illegible]	1 Enterprise dr Old lyme CT	2-11-16
Cindy Thomas	Cindy Thomas	345 Grassy Hill Rd Lyme	2-11/16
Juan Tirado	[illegible]	144 mile creek Rd old Lyme	2-11-16
Barbara Rozanski	Barbara Rozanski	84 Flat Rock Hill Rd	2-11-16
G Garrett Anton	Garrett Anton	409 Shore Rd	2-11-16
Brandon Anton	[illegible]	61 Grouse	2-11-16
Lynda N. Rowan	Lynda N. Rowan	278 Mile Creek Rd O.L.	2/11/16
Sylvia Rasie	Sylvia Rasie	278 Mile Creek Rd. O.L.	2-11-16
Fay Slater	Fay Slater	9 Ledgewood Dr O.L.	2-11-16
Lisa O'Connell-Smith	[illegible]	22 Hillside Rd. Old Lyme CT 06321	2-11-16
Elizabeth Ekberg	Elizabeth Ekberg	15 Hillside Rd. OL	2-11-16
Thomas J. Rozanski	[illegible]	5 Strawberry lane Old Lyme CT	2-11-16
Brian Urbowicz	[illegible]	Mile La O.L CT	2-11-16
Randy St Germain	[illegible]	18 Riverdale landing Old Lyme	2-11-16
Helen Bumstead	Helen Bumstead	18 Katherine Rd Old Lyme Ct	2/11/16
Patrick Gorman	Patrick Gorman	18 Katherine Rd Old Lyme Ct	2/11/16
JEFF MURTZ	[illegible]	11 BECKWITH LANE	2/11/16
TIM KEENAN	[illegible]	34 MILE CREEK	2/11/16
DARCY MURTZ	Darcy E Murtz	11 Beckwith Lane Old Lyme CT	2/11/16
Alan Cone	[illegible]	34 Burr Road Old lyme CT	2/11/16
Wayne Huot	Wayne C Huot	513 Whimbrel Ct Bolivia NC	2/11/16
Kathleen Huot	Kathleen Huot	513 Whimbrel Ct, Bolivia NC	2/11/16

PETITION TO: NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

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- **# Forever harm and alter privately owned real estate and rights**
- **# Destroy wetlands, open space and natural resources**

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
MARIA ANASTASIOU	M. Anastasiou	1 Butterwick LN	2-2-16
Jennifer Lathrop		80 Sterling City Rd	2/11/16
Jason Lathrop		80 Sterling City Rd	2-11-16
Elda Cone		34 Ross Road	2/11/16
Brian Grenier		7 Mile Creek Rd	2/11/16
Carl Bisson	Carl Bisson	13 Hefflon Farm Rd	2/11/16
Kris Dishaw	Kristen Dishaw	13 Hefflon Farm Rd	2/11/16
John Schade		2 Liberty Street, Old Lyme	2/11/16
Maxine Carey		65 Washington Ave. Old Lyme	2/11/16
Karen Yuhas	Karen Yuhas	93 Flat Rock Hill Rd	2/11/16
Donald Saunders		93 Flat Rock Hill Rd	2/11/16
John SAUNDERS		93 Flat Rock Hill Rd	2/11/16
Andy Sitz		27 Ross Ave OL	2/11/16
Jill Mazzalupo		9 Somerset Lane OL	2-12-16
William Whitten		8 Chadwick Dr. OL	2-12-16
Grigoria Kapeli		8 Chadwick Dr OL	2-12-16
		227 mile creek rd	2-12-16
	CARLA SAUNDERS	227 mile Creek Rd	2-12-16
Carrie McCarthy		82 Flat Rock Hill Rd	2/12/16.
Joanne Cortese	Joanne F Cortese	32 Hawksnest Rd old lyme	2-12-16
Martha Shoemaker	Martha H. Shoemaker	30 Wychwood Rd	2-12-16
Erick Cushman		24 Wychwood Rd	2-12-16
		3 Dunns Ln	2/12/16
HARRY DUVAL		11 VICTORIA LANE	2/12/16
From a Person	Harry Duval	11 Victoria Lane	2-24-16

PETITION TO: NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

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- **# Destroy wetlands, open space and natural resources**

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Phil Woodfield	[signature]	51 Bill Hill Rd	2/12/16
Paulette DeLorco	[signature]	12 Brighton Rd	2/12/16
Louis DeLoco	[signature]	" "	"

PETITION TO: NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Barbara Preston	Barbara Preston	14 Ferry Rd, Old Lyme CT	2/9/16
John HAYWEZ	[illegible]	GOOSE HILL RD, CHESTER	2/9/16
Robin Schonberger	[illegible]	12 Sill Lane Old Lyme ct	2/9/16
D Embre	D Embre	77 Joshua Town Rd, Lyme	2/9/16
Lynne Woodside	LB Woodside	84 Rogers Lake Trail OL	2/9/16
I. HIERET	[illegible]	14 Laurel Dr	2/9/16
Erin Staab	[illegible]	14 Somerset Lane, Old Lyme	2/9/16
Katie Botti	[illegible]	171 Mile Creek Rd	2/9/16
EVE TODD	Eve M. Todd	1 Library Lane - Old Lyme, CT	2/9/16
Betsy Burrill	[illegible]	13 Plants Dam Rd East Lyme	2/9/16
Patricia Davidson	Patricia Davidson	118 Bill Hill Rd Lyme	2/9/16
Kristin Davis	[illegible]	130 Boston Post Rd Old Lyme	2/9/16
Brittney Barbour	[illegible]	48 Boston Post Rd Old Lyme	2/9/16
Jeffrey Maynard	[illegible]	18 Pin Oak Trail Old Lyme	2/9/16
EDWARD COFFEE	[illegible]	9 Hillwood Rd E, Old Lyme	2/10/16
Tom Penfield	Thomas L Penfield	8 Blackwell Rd Old Lyme	2/10/16
Chris Wood-Muller	Chris Wood-Muller	51 Bill Hill RD Lyme	2/10/16
Lindsey Rochette	[illegible]	7 Sunset Drive Old Lyme	2/10/16
ROBERT McCRACKEN	[illegible]	172-2 Brush Hill Rd Lyme CT 06371	2/10/16
SARAH McCRACKEN	Sarah McCracken	" " " " " " "	2/10/16
Don Robertson	Don Robertson	11½ Knutson Rd.	2/10/16
Virginia Ramos	[illegible]	157 Boston Post Rd Old Lyme	2/10/16
John Byron	JOHN BYRON	6 DUCHESS DRIVE OL	2/10/16
Nancy Patz	N Patz	73 Flat Rock Hill Rd OL	2/10/16

PETITION TO: NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
RON VIDOU	Ronald V. [illegible]	134 BOSTON POST RD	2-7-16
JONATHAN PARSONS	[illegible]	10 DYNNS LANE	2/7/16
JOHN PEELER	John Peeler	6 TOWN WOODS ROAD	2/7/16
Shirley Reynolds	[illegible]	309 Hamburg Rd	2/8/16
[illegible]	Isaiah Graft	153 Boston Post	2/8/16
[illegible]	[illegible]	20 Bellaire Rd	2/8/16
Elaine Wojcik	[illegible]	455 Hamburg	2/9/16
Frederick [illegible]	[illegible]	6 [illegible]	2/8/16
MARTIN GRISWOLD	[illegible]	5 GRISWOLD PT	2/8/16
Norman Legassie	Norman Legassie	69 Rogers Lake Trail Old Lyme, CT	2/8/16
Jim Martini	Jim Martini	53 Whippoorwill RD OLD Lyme, CT	2/8/16
Rod Clingan	[illegible]	46 Fourmile River Rd	2/8/16
PAT SPRATT	[illegible]	56 Grassy Hill Rd Old Lyme CT 06371	2/8/16
Monique Foster	[illegible]	2 Johnny Cake Hill Rd Old Lyme CT 06371	2/8/16
Brittney Barbato	[illegible]	48 Boston POST Rd OL CT 06371	2/8/16
Trey Barbato	[illegible]	48 Boston Post Road OL CT 06371	2/8/16
Nick Todaro	[illegible]	167 Grassy Hill Rd CT 06371	2/8/16
Hilda Heck	[illegible]	3 Oak Tree Ln Lyme 06371	2/18/16
Elizabeth Kellett	[illegible]	26-2 Becket Hill Lyme, CT 06371	2/8/16
Bill Mowell	[illegible]	30 Whippoorwill Rd OL 06371	2/8/16
Sandy Spencer	[illegible]	30 Whippoorwill Rd OL 06371	2/8/16
Carol-Ann Myers	[illegible]	12 Shawandassee Rd Waterford CT 06385	2/8/16
Jack Bolte	[illegible]	48 boston Post Rd Old Lyme	2/8/16
April Jacobson	[illegible]	518 BPR E. Lyme CT 06333	2/9/16

PETITION TO: NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
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STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Harry Broom	Harry Broom	162 Ferry Rd Hadlyme Ct	2/10/16
Allen Ziegler	[illegible]	269 Hartford Rd. Salem, CT	2/10/16
Leslie Shaffer	L. Shaffer	68 Brockway Ferry Rd Lyme	2/10/16
Caroline Muhsin	[illegible]	29 Four Mile River Rd, Old Lyme	
Kerrie Kolesnik	[illegible]	11 Sunset Dr Old Lyme	2/10/16
Brittney Barbato	[illegible]	48 Boston Post Rd Old Lyme	2/10/16
Mary McAndrew	[illegible]	7 Whippoorwill Road Old Lyme	2/10/16
Helen Scott	Helen C. Scott	20 Browns Lane Old Lyme	2/10/16
Christina Hotth	[illegible]	36 Coult Lane, Old Lyme	2/10/16
Kim Vezzolo	[illegible]	5 Woodridge Hill Rd OL	2/10/16
Arlene Morrison	Arlene Morrison	5 Chadwick OL	2/10/16
Troy Barbato	[illegible]	48 Boston Post Rd OL 06371	2/10/16
Alison Jordan	Alison Jordan	59 Whippoorwill Rd Old Lyme	2/11/16
Chris Colyer	Chris Colyer	64 Lord Hill Lane Lyme	2/11/16
Susan Irwin	Susan Irwin	15 White Oak Trail Old Lyme	2/11/16
Jason Bjornberg	[illegible]	59 Brush Hill Rd Lyme	2/11/16
Alison Conway	[illegible]	22 Sanders Hollow Old Lyme	2/11/16
Sandra Griswold	[illegible]	5 Griswold Point Old Lyme CT	2/11/16
Christopher Patz	[illegible]	73 Flat Rock Hill Rd Old Lyme CT	2/11/16
Connie Cliffe	[illegible]	2-1 Lee Street Old Lyme Ct	2/11/16
David Littlefield	David Littlefield	271 Mile Creek Rd Old Lyme Ct	2/11/16
Elene Desillier	Elene Desillier	271 Mile Creek Rd. Old Lyme, Ct.	2/11/16
Betsy Gwin	[illegible]	1 Alan Dr OL	2/11/2016
Jordan Arnda	[illegible]	56 Town Woods Rd Old Lyme CT	2/11/16
Sue Hastings	Susan M Hastings	145 Blood St Lyme 06371	2-11-16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Joan Fisler	Joan Fisler	52-1 Blood St, Lyme, CT 06371	2/7/16
Rich Fisler	[illegible]	52-1 Blood St Lyme CT 06371	2/7/16
Teresa McTigue	Teresa McTigue	211-1 Whippoorwill Rd Old Lyme, CT	2/7/16
Kevin McTigue	[illegible]	211-1 Whippoorwill Rd Old Lyme CT 06371	2/7/16
Jason Maillot	Jason Maillot	11 Stoneheights Dr. Waterford 06385	2/8/16
Thomas Sessa	[illegible]	46-1 Town Woods Road Old Lyme CT 06371	2-8-16
Bill Lesich	Bill Lesich	Boson Post Rd	2/8/16
Mark Roheberg	[illegible]	Green Valley Lake Rd Old Lyme CT	2/8/16
JOHN WELLES	John Welles	1463 BOSTON POST RD. OLD LYME, CT	2/8/16
James P. Courtot	[illegible]	97 Old Norwich Rd. Quaker Hill Ct.	2/8/16
[illegible]	[illegible]	26 OAK ST Lyme	2/8/16
SM DANENHOWER	[illegible]	35 Ben Franklin Rd. O.L.	2/9/16
Judith Read	Judith Read	35 Ben Franklin Rd. Old Lyme CT	2/9/16
[illegible]	Will Davidson	70 Old Stagecoach Rd Old Lyme	
Paul Sagristano	Paul F Sagristano	21 Lyme St. Old Lyme	2/9/16
Russell Rogg	[illegible]	131 Whippoorwill Rd. Old Lyme	2/10/16
Jonah Godfrey-Fogg	[illegible]	131 Whippoorwill Rd Old Lyme	10/2/16
George Calkins	George Calkins	7 Matson Ridge, O.L. CT 06371	2/11/16
Susan Morehouse	Susan Morehouse	66-2A Tinker Lane L. CT 06371	2/11/16
Chris Crowell	Chris Crowell	66-2A Tinker Lane Lyme CT 06371	2/11/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
KENT. C. JOINCHELL	KENT JOINCHELL	7 CHAMPLAIN DR, OLD LYME	2.7.16
MARIE McKEON	Marie McKeon	9 CHAMPLAIN DRIVE OLD LYME CT	2.7.16
Kathryn Winchell	Kathryn Winchell	7 Champlain Dr Old Lyme Ct.	2/7/16
Beverly P Hendryx	Beverly P Hendryx	15 Lyme ST Old Lyme, CT	2/7/16
Jennie Enman		145 Neck Rd Old Lyme, CT	2/7/16
David W. Dangremond		26 Mile Creek Road Old Lyme, CT 06371	2/7/2016
Roy S. Dangremond	Roy S. Dangremond	26 Mile Creek Road, Old Lyme, CT 06371	2/7/2016
ALBERT B. ENMAN		145 NECK ROAD OLD LYME, CT 06371	2/7/16
Karen Veselka	Karen Veselka	219 Mile Creek Rd - Old Lyme	2/9/16
THOMAS SMITH		1 GAMMA AVE. OLD LYME, CT	2/11/16
Winnifred Gerardi		59-2 Elys Ferry Rd Lyme Ct	2/11/2016
Marcia H. Murphy	Marcia H. Murphy	66 Cove Road, Lyme, CT	2-11-2016
SIERRA TRENDA	S. TRENDA	5 DOGWOOD OLD LYME	2/11/16
Don Cotter	Don Cotter	78 Sill Lane, Old Lyme, CT	2-11-16
Stanley Olasker	Stanley Olasker	16 Laurelwood Drive Niantic	2-11-16
Ted Hay	Ted Hay	4C4 Mile River Rd	2-11-16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Ellen T. McDougall	Ellen T. McDougall	9 Griswold Ave Old Lyme, CT 06371	2-9-16
ANN GRIFFITH	Ann Griffith	91 Rogers Ln Old Lyme CT	2-9-16
Lisa Campbell	Lisa Campbell	10 Barley Rd, Old Lyme, CT	2-9-16
Barbara BLACKWELL	Barbara Blackwell	Keeney Rd Lyme, Ct	2-9-16
Jean McLean	Jean McLean	97 Lyme St. Old Lyme CT.	2-9-16
Jean Spencer	JEANNETTE S	PEIRS 3 BRIGHTON OL.	"
MARION EWANKOW	Marion Ewankow	75 Norwich-Salem Rd, Old Lyme CT 06371	2-9-16
QUENTIN PLUMLEE	Quentin Plumlee	6 EPSILON AVE, OLD LYME, CT 06371	2-9-16
Susan Campbell	Susan A Campbell	27 Wildwood Dr. Old Lyme, CT 06371	2-9-16
Cheryl Sorensen	Cheryl Sorensen	28 Oak St Lyme, CT	2-9-16
Christine James	Christine James	17 Pickerel Cove Dr	2/9/16
John Urbowicz	John	24 Homestead Cir. OL.	2-9-16
Gary Weed	Gary Weed	104 Ely's Ferry Rd Lyme	2/9/16
Carol Weed	Carol H Weed	104 Ely's Ferry Rd Lyme	2/9/16
CHESTER	Robert Chester	27 TALCOTT FARM OLD LYME	2/9/16
Alex Hitz	Alex Hitz	48 Jericho Drive	
JOHN LOCKE	John & Jane	27 Saunders Hollow Rd	"
Beverly Page	Beverly Page	4 Clark's Lane	2/9/16
KATHERINE BAUCH	Kathe Bauch	31 Wychwood Rd Old Lyme CT 06371	2/9/2016
Cynthia C Taylor	Arthur C Taylor	32 Lyme St, Old Lyme CT 06371	2/9/2016
ELIZABETH WHITLEY	Elizabeth Whitley	56 LYME ST. OLD LYME CT 06371	2/9/2016
Charlotte Lyman	Charlotte Lyman	9 Rose Land, Old Lyme CT 06371	2/9/2016
Patsy McCook	Patsy McCook	6 Laurel Drive Old Lyme CT	2/9/2016
Constance D. Knauth	CONSTANCE D. KNAUTH	12 Wychwood Rd Old Lyme, CT	2/9/2016

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Ellen White	Ellen U White	P.O. # 993 Old Lyme	2/9/16
Pauline Maynard	Pauline Maynard	101-1 Boston Post Rd Old Lyme	2-9-16
Elsie C Childs	Elsie C Childs	6 Sill Lane Old Lyme	2/9/16
Craig McKnight	Craig McKnight	14 Stonewood Drive Old Lyme	2/9/16
Susann Colton Carey	Susann Colton Carey	79 Whippoorwill Rd Old Lyme	2/10/16
PATRICIA WHISKER	Patricia C Whisker	3 Strawberry Ln Old Lyme	2/10/16
Mary Alice Kirkland	Mary Alice Kirkland	23 Howard R Old Lyme	2/10/16
EMILY SNOW	[illegible]	2 LAUREL DR, OLD LYME	2/10/16
Theo. D. Hendricks	[illegible]	6 Landing Rd Old Lyme CT	"
Steve Merrick	[illegible]	P.O. Box 243 Old Lyme CT 06371	2/10/16
Gregoire Fluet	Gregoire J Fluet	PO Box 47 Old Lyme CT 06371	2/10/16
Jared Hollis	Jared Hollis	P.O. Box 145 Old Lyme CT 06371	2/10/16
ART SIBLEY	[illegible] Sibley	PO. Box 734 OLD LYME CT 06371	2/10/16
Tom Dobbins	[illegible]	1 Shore Drive, Old Lyme CT 06371-1274	2/10/16
Lynne D. Zimmerman	[illegible]	16 Library Lane, Old Lyme CT 06371	2/10/16
V.R. CLARK	[illegible]	29 Birch Mill Rd. Lyme, CT. 06371	2-10-16
Laura Bylas	Laura Bylas	126 Sill Lane Old Lyme	2-10-16
Cynthia Willauer	Cynthia C. Willauer	55-1 Beaver Brook Rd, Lyme 06371	2/10/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Marisa Hartmann	Marisa Hartmann	5 Cord Grass lane O.L. CT 06371	2-12-16
Susan Griggs	Susan Griggs	21 Library Lane O.L. 06371	2/13/16
Leslie Massa	L Massa	10 Bayberry Ridge Old Lyme 06371	2/13/16
Nancy Strohla	N Strohla	18 Landing Rd Old Lyme	2/13/16
Sloan Danenhower	[illegible]	35 Ben Franklin Rd Old Lyme CT	2/12/16
Mark Masse	Mark Masse	10 Bayberry Ridge Old Lyme CT	2/12/16
Susan Latourette	[illegible]	4 Littlefield Dr, Old Lyme CT	2/12/2016
DAVID BOCIAN	[illegible]	6 Saunders Hillcrest Rd	2/12/16
DAVID BUSHLEY	[illegible]	160 Town Woods Rd, Lyme CT	2/12/16
Mark Haskins	[illegible]	15 Tisbury Rd Old Lyme CT	2/12/16
Linda Leger	Linda Leger	135 Sharp Hill Rd, Uncasville, CT	2/12/16
HEATHER BENNETT	Heather Bennett	8 SANDPIPER PT RD, OLD LYME CT	2/12/16
Kimberly Yearing	Kimberly Yearing	4 Landing Rd. Old Lyme Ct	2/12/16
STEPHEN PERRY	[illegible]	4 KEYBOARD LANE IVOLYTON, CT	2/12/16
Casey Kneeland	Casey Kneeland	4 landing rd. old lyme. CT	
Garyn Rice	G N Rice	381 Turkey Hill Rd. Haddam, CT	2/12/16
Ann Lander	Ann L Lander	15 Town Woods Rd. Old Lyme, CT	2/12/16
Ai-Rong Gao	Ai-Rong Gao	274 Shore Rd Old Lyme CT	2/12/16
Rebekah Barrett	R Barrett	229 Branford Rd North Branford, CT	2/12/16
PAUL A. SNELL	[illegible]	409 BUDDINGTON RD GROTON, CT	2/12/16
Bonnie Foster	Bonnie Foster	50 Old Salt Works Rd, Westbrook, CT	2/12/16
Sean Olbrych	[illegible]	8 CASINO RD, MYSTIC, CT 06355	2/12/16
Sharon Silver	Sharon Silver	468 Main St, Niantic 06357	2/12/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Robin Tuthill	Robin M Tuthill	123 Meriden Rd Middlefield CT	2/11/16
BRUCE TUTHILL	Bruce Tuthill	123 Meriden Road Middlefield, CT	2/11/16
R. MASTRONUNZIO	R. Mastronunzio	1020 OCEAN AVE N.L. 06320	2/11/16
DON GONCI	Don Gonci	84 SILL LANE OL 06371	2/11/16
DONNA GONCI		84 SILL LANE OL 06371	2/11/16
Ann deSelding	Ann deSelding	18 Woodland Rd Niantic CT 06357	2/11/16
Lucy Wilkinson	Lucy Wilkinson	15 Haywagon Dr. OL, CT 06371	2/11/16
Jane Clark	Jane Clark	167 Mt Archd Rd Lyme CT 06371	2-11-16
Pamela R. Shine	Pamela R. Shine	9316 Boston Hill Rd. Lebanon, CT 06249	"
Shelby Bersing	Shelby Bersing	34A West hills Rd Essex CT	" "
Linda Roseland	Linda Roseland	266 Shore Rd Wkd, CT 06385	2/11/16
Lester French	Lester French	37 RI Long pond RD Ledyard	2/11/16
E. MAE MULLEN	E. Mae Mullen	4 PLUM TREE LN NIANTIC	2/11/16
MM Palmer	MM Palmer	6 Star St OC, CT 0632[illegible]	2/11/16
ROBERT A. PETTAWAY	Robert A. Pettaway	[illegible] N. Water St Stonington, CT 06378	2/11/16
Julienne Johnson	Julienne Johnson	511 HIGH ST MYSTIC 06355	2-11-16
Stephen Allyn	Stephen Allyn	14 Godfrey St, Mystic CT 06355	2/11/16
GEORGE SAYRE	George Sayre	669 PEQUOT AVE NEW LONDON 06320 CT	2/11/16
Barbara Swec	Barbara Swec	815 PEQUOT AVE NEW LONDON 06320	2/11/16
Treatha Hillhouse	T. Hillhouse	7 Fairhaven Rd Niantic, CT 06357	2/11/16
Mike Hillhouse	Mike Hillhouse	7 FAIRHAVEN RD. NIANTIC CT 06357	2/11/16
Mary Sestner	Mary Sestner	24-1 Riverdale, Old Lyme CT 06371	2/12/16
Alan Poirier	Alan Poirier	4 Holly Lane, Old Lyme CT 06371	2/12/16
Anne Rey	Anne Rey	41 Ferry Rd Hadlyme CT POBox 436 06439	2/12/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Denise Dowling	Denise Dowling	8 Sill Lane, Old Lyme, Ct	2/5/2016
Julie O'Brien	Julie O'Brien	19 Haywagon drive, old lyme	2/5/2016
Wendy Visgilio	[illegible]	16 Whitman Old Lyme	2/5/2016
VALERIE TALES	Valerie Tales	10 Duck River Lane Old Lyme	
Anna P Gwiso	[illegible]	81 Lovers Ln E. Lyme CT 06333	2/15/16
Barbara Michel	Barbara Michel	40 Honey Hill Rd E. Haddam CT 06423	2/9/16
Ann Lacey Evans	Ann Lacey Evans	74-B Beaverbrook Rd, Lyme 06371	2/9/16
Bonnie Reed	Bonnie Reed	75 Essex St. Deep River	2/9/16
Suzette Bolduc	Suzette Bolduc	21 Coult Lane Old Lyme CT	2/9/16
Anne Schell	Anne Schell	262 Grassy Lyme, CT	2/9/16
Cliff Winkel	[illegible]	4 Billow Road	2/9/16
Kathleen Hall	Kathleen Hall	4 Meadow La, Old Lyme, CT	2/10/16
Keith Rosenfeld	[illegible]	82 Hoover Ave Bristol, CT	2/10/16
Kim N. Barrows	Kim N. Barrows	248 Mt. Parnassus Rd, East Haddam, CT	2/10/16
Kim Groves	Kim Groves	10 Brian Hill Old Lyme CT 06371	2/10/16
Walter Kent	Walter Kent	11 Pennicott Rd. Quaker Hill, CT.	2/10/16
Amy Jensen	[illegible]	3 Hillside Rd. Old Lyme, CT 06371	2/10/16
CATHERINE DECKER	Catherine Decker	3 WYCKFORD DR. OLD LYME, 06371	2/11/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Melissa Josefiah	[signature]	1068 E. Pond Meadow, Westbrook	2/10/16
Dorothy Beaulieu	Dorothy Beaulieu	6 Willowbrook Farm Rd, Old Saybrook	2/10/16
Barbara Hall	Barbara Hall	18 Benson La Essex Ct	2-10-16
Tina Lynch	Tina Lynch	P.O. Box 13 So. Lyme CT 06376	2/10/16
MARY JANE PETERSON	Mary Jane Peterson		
Michele Lee	Michele Lee	35 Cinnamon Ridge, O.S. 06483	2/10/16
David Walker	[signature]	167-1 Mt. Archer Rd, Lyme, CT	2/11/2016
James Rudd	[signature]	87 Spring Glen Rd. Niantic Ct	2/11/16
Emily Knight	[signature]	3 Neck rd Old Lyme	2/11/16
Kim Short	K Short	152 Sterling City Lyme	2/11/16
EUGENE KAPUSTA	Eugene Kapusta	157 SAYBROOK RD ESSEX, CT	2/11/16
Judith Anderson	Judith Anderson	13 George Dr. Old Saybrook	2/11/16
~~Douglas Wilkinson~~			
DOUGLAS WILKINSON	Douglas Wilkinson	15 HAYWAGON RR, OLD LYME	2/11/16
ANN BLISS	Ann Bliss	9 Lyme St. Old Lyme	2/11/
Suzanne Watson	[signature]	7 Fordham Tr Old Saybrook	2/11/16
Elaine Gilmore	Elaine Gilmore	6 Adema Way, Old Saybrook	2-11-16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
David D Thompson		263 Old Black Pt Rd Niantic	2/11/16
Pamela Thompson		263 "	"
Kristen Widham		145 Great Neck Rd, Waterford, CT 0385	2/11/16
Lee Whitaker		210 Mile Creek RD Old Lyme, CT	2/11/16
Sergeant Murray	26 Elaine Drive	Simsbury CT 06070	2/11/16
Sarah Layton		24 Essex Street, Deep River CT 06417	2/11/16
Theresa Lee		178-1 Boston Post Rd, Old Lyme CT	2/11/16
FRED COTE		19 Montclair Drive West Hartford CT 06107	2/11/16
Kelly Kitching		46-2 Silltown Old Lyme, CT 06371	2/11/16
Michael Asetta		5 Fern Lane Middle Haddam CT 06456	2/11/16
Steve Donovan		4 Reilly Manor Cromwell, CT 06416	2/11/16
James Stidfole		461 Bank St, Pl, New London, CT 06320	2/11/16
Sherburne H. Stidfole		461 Bank St. #P1, New London, CT 06320	2/11/16
Gene Maiorano		130 Music Vale Rd. Salem Ct. 06420	2/11/16
Erin Rockwell		31 Jordan Cove Cir Waterford CT 06385	2/11/16

PETITION TO: **NEC FUTURE**
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

SUMMARY:
Stop Alternative One from destroying the quality of life in Old Lyme. The proposed new rail lines will:

- **# Destroy homes and businesses**
- **# Damage and significantly change the Lyme Art Academy College, Lyme Art Association, Florence Griswold Museum**
- **# Negatively impact our schools, our library and a large segment of our Historic District**
- **# Forever harm and alter privately owned real estate and rights**
- **# Destroy wetlands, open space and natural resources**

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
George E Ryan	George E Ryan	12 Browns Lane, Old Lyme CT	10 Feb 16
JOAN K. RYAN	Joan K Ryan	12 BROWNS LANE, OLD LYME, CT	10 Feb 16
Fred Callahan	Fred Callahan	14 Oak Rd Old Lyme (OL Taxpayer)	10 Feb 16
Bennett Berndtsen		9 Cutler Rd Old Lyme CT	2/10/16
Nancy Hutchinson		7 Squire Hill Old Lyme CT	2/10/16
Richard H. Shriver		1 Pilgrim Landing Old Lyme CT	2/10/16
Richard E Sharon		56 Neale Rd Old Lyme CT 06371	2/10/16
Michael Perko		77 Neck Rd Old Lyme CT 06371	2/10/16
JIM RICE		23 Library Lane, Old Lyme	2/10/16
Johnnie Johnson		16 Tantummohegan Rd, Old Lyme	2/10/16
Jean Wikzynski		4 Duchess Dr Old Lyme	2/10/16
Karen Corniff		7 Dennis Rd. Old Lyme	2/10/16
Baylee Brown		102 Sill Lane Old Lyme, CT	2/10/16
Ryan Quinn		102 Sill Lane Old Lyme, CT	2/10/16
DAVID NOE		4 STONEWOOD DR. OLD LYME, CT	2/10/16
Pat Lenihan	Pat Q. Lenihan	164 Hammock Rd, Westbrook CT	2/10/16
Elaine Quayle	Elaine Quayle	126 Murray Lane Guilford	2/10/16
Claudia Workman	Claudia Workman	11 Lyme Street, Old Lyme CT	2/10/16
Nancy Flis	Nancy Flis	130 Sandy Point Rd - Old Saybrook	2/10/16
Lynne Steeves	Lynne Steeves	100 Dudley Ave A-39 Old Saybrook CT	2/10/16
Eileen Browne	Eileen Browne	133 Kingfisher Lane Westbrook CT	2/10/16
Sara Heaney	Sara Heaney	11e Bayside Rd. Old Saybrook	2/10
Darlene Jang		358 Old Saybrook Westbrook CT	2/10/16
Mary Mayo		103 Ferry Rd, Old Lyme CT	2/10/16

PETITION TO: NEC FUTURE
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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Lora Montagella	[signature]	200 Brush Hill Rd Lyme	2/12/16

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Elizabeth Dill	Elizabeth Dill	224-2 Beaver Brook Rd, Lyme, CT	2/10/16
Thomas Sablone		68 Grassy Hill Rd, Old Lyme CT	2/10/16
Tracy MacKinstry		41 Jericho Dr OL	"
Mary Ingalsa	Mary Ingalsa	303 Twin Lakes Rd. N. Branford, CT	2/10/16
Denise Ogden	Denise Ogden	31 Coult Lane Old Lyme	2-10-16
D LOPRESTI		127 NECK RD OL	2/10/16
ATKINSON		14 COVET LANE, OLD LYME	10 FEB 16
MARY STONE	Mary Stone	103 MILE CREEK RD, OLD LYME	2/10/2016
Cheryl Poirier		4 Holly Lane, Old Lyme	2/10/2016
Diane Bradsell	Diane Bradsell	33 Sill Lane OL CT	2/10/16
Eleanor Robinson		5 McCurdy Rd, Old Lyme, CT	2/10/16
Charles DeLinde	Charles DeLinde	201 Homestead Circle, Old Lyme	2/10/16
ROBERT HAFF	Robert F Haff	8 RIVERBEND RD, OLD LYME, CT	2/10/16
NATHANIEL FOOTE		9-3 GRISWOLD POINT, OLD LYME, CT	2/10/16
Joan Hamrick	JOAN HAMRICK	4 White Farm Lane Old Lyme, Ct.	2/10/16
JOHN HAMRICK	John Hamrick	" " "	2/10/16
WILLIAM ZVONKOVIC	William Zvonkovic	5 DEER CREEK DR. MADISON, CT.	2/10/16
JUDITH ZVONKOVIC	Judith Zvonkovic	5 DEER CREEK DR. MADISON, CT.	2/10/16.
Sharon Howell	Sharon Howell	132 Ayers Point Rd, Old Saybrook, CT	2/10/16
Krista May	Krista May	42 Pepperidge Trail Old Saybrook	02/10/16
Bonnie Stone	Bonnie Stone	13 Bayberry Rd Old Saybrook	02/10/16
Nancy Friedbild	Nancy Friedbild	164 Hammock Rd Old Saybrook	2/10/16
Pamela Graham	Pamela Graham	27 Middlesex Ave, Chester, CT	2.10.16
Suzanne Taylor	Suzanne Taylor	2 Trails End Old Saybrook	2/10/16

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Judy McQuade	[signature]	5 Wyckford Lane, O.L.	2/6/16
Corey Harlow	[signature]	57 Old Shore Rd, O.L.	2/6/16
JAY MONTMEAT	[signature]	13 Sunset Dr O.L.	2/6/16
Paul Crilly	[signature]	11 Littlefield Ln OL	2/6/16
YVONNE Montmeat	[signature]	13 Sunset Dr. OLD Lyme	2/6/16
DAN STEVENS	[signature]	66B LYME ST. OLD LYME CT	2/6/16
Sarah Magee	[signature]	285 Boston Post Rd. Old Lyme CT	2/6/16
ELIZA DONHAUSER	[signature]	9 FLATROCK HILL RD, OLD LYME	2/6/16
Jonathan Walker	[signature]	5 Wood Crest Old Lyme	2/6/16
Ann Parkinson	[signature]	8-1 Wheeling House Lane	2/6/16
Jean Read	[signature]	14 Riverview Dr. Old Lyme	2/6/16
F CUMMISKEY	[signature]	11 KINNER AVE, OLD LYME CT	2/6/16
S Cummiskey	[signature]	11 Kinner Ave Old Lyme CT	2/6/16
L. Delinks	[signature]	5 Ryefield R. O.L. 06371	2-6-16
EWMAN	[signature]	95 Hills Rd. OLD Lyme	2.6.16
Robin Lockwood	[signature]	121 Huntington Dr Vernon	2-6-16
CANDY Ogland	[signature]	17 Jericho Dr. Old Lyme, CT 06371	2-6-16
JAMES McCOURT	[signature]	103 Bullenbaum Rd OL. 06371	2/6/16
Carolyn Hosley	[signature]	29 Becket Hill Rd, Lyme 06371	2-6-16
Dorothy Buckingham	[signature]	1 Old Tiffany Rd	2/6/16
Joe Tinnerell	[signature]	43 Whippoorwill Rd	2/6/16
R.P. Knauff	[signature]	12 Wyckwood Rd. O.L.	2/6/16
CT WEICKER	[signature]	33 LYME ST Old LYME CT	2/6/16
GRETCHEN KNAUFF	[signature]	228 MILE CREEK RD OLD LYME, CT	2/6/16

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
ED SILK	[signature]	21 RIVERVIEW DRIVE, Old Lyme	2/6/16
Deborah Silk	Deborah Silk	21 Riverview Dr Old Lyme 06371	2/6/16
Michael G. Furguesson	[signature]	7 116-5 Blood St Lyme CT 06371	02/06/2016
Rene Frate	[signature]	26 ROGERS LAKE TR	2/6/16
Susan Begien	[signature]	7 Lyme St	2/6/16
Joseph Machnik	[signature]	7 Stone Leigh Knoll	2/6/16
Laurie Klier	[signature]	35-1 Sterling City Rd Lyme	2/6/16
Mike Klier	[signature]	35-1 Sterling City Rd Lyme	2/6/16
PETER ZALLINGER	[signature]	36 LYME STREET, OLD LYME	2/6/16
Elizabeth Marsh	[signature]	55 Old Shore Road, OLD LYME	2/6/16
Donna-Jean Spellman	[signature]	125 Boston Post Rd Old Lyme, CT	2/6/16
Kari Robinson	[signature]	5 Hall Rd Old Lyme, CT 0	2/6/16
Sarah Kyder	[signature]	301 Grassy Hill Rd	2/7/16
Alison Ritkowski	[signature]	155 Blood St Lyme, CT 06371	2-7-16
Joseph Fedkiew	[signature]	13 Champlain Dr	2/7/16
Rose Saunders	[signature]	93 Flat Rock Hill Rd	2/7/16
Deb Golebiewski	[signature]	27 Oak St.	2/7/16
Don Miller	[signature]	4 Talcott Farm Rd	2/7/16
Marilyn Abrahamsson	[signature]	1 Rose Lane	2/7/16
Glen Abrahamsson	[signature]	1 Rose Lane	2/7/16
Anthony Iannitti	[signature]	11 Brighton Rd Old Lyme, CT	2/7/16
Lisa Neithamer	[signature]	56 [illegible]	2/7/16
SANDRA + Bill	[signature]	5 Lieutenant River Lane, OL	3/7/2016
Joe Zrenda	[signature]	305-1 Ferry Rd Old Lyme, CT	2/7/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Faulkner Hunt	[illegible]	445 Joshuatown Rd. Lyme, CT	2/7/16
ALBERT MEYER	[illegible]	4-1 Tisbury Rd Old Lyme, CT	2/7/16
Elizabeth Gentile	Elizabeth Gentile	33 Grassy Hill Rd	2-7-16
Teresa Russo	[illegible]	3C Hartung Pl OL	2/7/16
RICK LALEY	[illegible]	107 BLOOD ST LYME, CT	2/7/16
Hannah Seddon	Hannah Seddon	5 Maywood Dr old Lyme, CT	2/7/16
Doug Andrews	[illegible]	29 Boston Post Rd OLD Lyme CT	2/7/16
John Vitaina	[illegible]	23 Naywaugan Dr OL	2/7/16
Chris Murray	[illegible]	3 Beckwith Lane	2/7/16
James McQuade	[illegible]	5 Wyckford Lane old Lyme CT	2/8/16
[illegible] Boland	[illegible]	1 Wyckford Ln Old Lyme	2/8/16
S Ross	Susan Ross	4 Maywood Dr	2/9/16
FAYE RICHARDSON	Faye Richardson	33 Joshuatown Rd Lyme	2/9/16
Kristell Todd	Kristell Todd	160 Mitchell Hill Rd Lyme CT	2/9/16
Claudia Condon	[illegible]	36 Billow Rd O.L. CT	2/9/16
Karen Taylor	Karen Taylor	25 Sill Lane Old Lyme CT	2/9/16
[illegible]	[illegible]	9 Ave A Old Lyme Ct	2/9/16
Adrianne	Dodaman	51 Corsino	[illegible]
Patty	Collins	45-1 Becket Hill, Lyme, CT	2-9-16
L Ames	D AMES	LIEUTENANT RIVER LANE	2/9/16
Carol James	Carol James	66 Neck Rd, Old Lyme	2/9/16
David Morgan	[illegible]	10 Caulkins Rd old Lyme CT	2/9/16
ALISON NELSON	Alison Nelson	120-2 WHIPPOORWILL LANE, Old Lyme CT	2/9/16
George James	George James	209 Boston Post Rd. OL	2/9/16

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
L. KRULIKOWSKI		69 Shore Drive O. Lyme	2-6-16
Chris Kerr		18-1 Dunns Ln. Old Lyme	2-6-16
CHARLES MEEK		57 MILE CREEK RD OLD LYME	2-6-16
MARILYN WILKINS		116-3 Blood ST. Lyme, CT.	2/6/16
Steven Smith		169 - Blood St. Lyme, CT	2/7/16
William Clinton		29 Old Stagecoach Rd Old Lyme, CT	2/7/16
David Duncan		1 Sill Lane Old Lyme, CT	2/7/16
DONALD TAPPER		202 MILE CREEK RD. OLD LYME	2/6/16
KURT BESIER		26 HILLSIDE RD OLD LYME CT	2/6/16
EDWIN WOOD	Edwin H Wood	54 GRASSY HILL RD OLD LYME CT	2/6/16
Tom Montano		87-1 FLAT ROCK HILL RD Old Lyme CT	2-6-16
Dan O'Reilly		08 Brooks Ln Old Lyme CT	2/6/16
Mike Burke		50 Hickory St Old Lyme CT	2/6/16
Linda Clapp		7 Old Stagecoach Rd. Old Lyme CT	2/7/16
STEVEN WOOD		146 HAMBURG RD LYME CT	2/7/16
PETER DECKER		20 BILL HILL RD LYME CT	2/7/16
Roger Davis		16 Beta Ave Old Lyme	2-6-16
JERRY EHLEN		104 Blood St Lyme, CT	2-7-16
Pamela Besier		26 Hillside Rd Old Lyme CT	2-7-16
David Evers		15 Osceola Tr Old Lyme, CT	2/7/16
Joseph Kokos		108 Boston Post Rd	2/7/16
MARCIA D. LEVERONE		1 Holly Lane O. L.	2/10/16
FRANK OSSMANN		36 Champlain Drive, OL	2/10/16
Margaret Scrapillo		86 Swan Ave Old Lyme CT 06371	2/11/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Davis Griswold	[signature]	3 Chadwick Dr O.L. CT 06371	2/7/16
Margaret Ames	Margaret Ames	222 Boston Post Rd OL CT 06371	2/7/16
Jim Ward	[signature]	24 Library Lane Old Lyme	2/7/16
Sharon Bonney	Sharon Bonney	4 Ladyslipper Lane, OLD LYME	2/7/16
Sally Aubry	Sally H. Aubry	Box 843 Lyme, CT 06371	2/7/16
Kristina White	[signature]	304 Hanburg Rd Lyme	2/7/16
RICHARD AMES	[signature]	177 BOSTON POST RD OLD LYME, CT 06371	2/7/16
N Ranelli	N M Ranelli	30 Lone Pine Trail 06371	2/7/16
[illegible]			
E.A. Demps	[signature]	70 Book Hill Rd. D.R.	2/7/16
Sharon Boston	Sharon Boston	11 Mansewood Rd O.L	2/7/16
CANDY Ogland	Candy Ogland	17 Jericho Dr Old Lyme, CT 06371	2/7/16
NEIL BLINDERMAN	Neil Blinderman	4 LAUREL DR. OLD LYME 06371	2/7/16
PAT NORTHROP	[signature]	128 Whippoorwill Rd. O.Lyme 06371	2/7/16
SKIP HINE	Skip Hine	25 JOSHUATOWN RD.	2/7/16
Deborah Vezan	Deborah Vezan	25 Joshuatown Rd 06371	2/7/16
Georgiana Godwin	[signature]	94 Joshuatown Rd 06371	2/7/16
MARY MAGUIRE	Mary Maguire	196 Blood St Lyme CT 06371	2/7/16
Bill Carpiniello	Bill Carpiniello	303 Ham. Road, 06371	2/7/16
Wade Chastain	[signature]	150 Rogers Lane #1 Lyme 06371	2/7/16
Nancy Manville	Nancy A. Manville	31 Sill Lane, Old Lyme	2/7/16
Marilyn Ossmann	[signature]	36 Champlain Dr Old Lyme CT 06371	2/9/16
Eric Ossmann	[signature]	125 Eastwood Rd. Groton CT 06340	2/10/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Clifford Johnson	Clifford Johnson	15 Lyme St	2/5/16
[illegible]	[illegible]	235-1 Sill Lane Old Lyme	2/5/16
Lily Chamberlain	Lily Chamberlain	155 Boston Post Rd Old Lyme	2-5-16
Hugh Durham	[illegible]	300 Flanders Rd East Lyme	2-6-16
Blaise Berglund	[illegible]	141 Grassy Hill Rd OL	2-5-16
Myron Kavalcoian	[illegible]	141 Boston Post Rd OL	2-6-16
Alena Priest	Alena Priest	61 A.P. Gates Rd E. Haddam CT	2-6-16
Brittney B	[illegible]	48 Boston Post Rd CT	2-6-16
Newton Merrill	[illegible]	51 Lord Hill Lane, Lyme	2-7-16
Marion DeTour	Marion DeTour	74 Grassy Hill R. OL	2-6-16
Sarah Crisp	[illegible]	16 Honey Hill Ln, Lyme CT06371	2-6-16
Matthew Crisp	Matthew Crisp	16 Honeyhill Ln Lyme CT	2-6-16
Tracy Lee	[illegible]	56 Boston Post PO Box 1058	2-6-16
Adriane Vawter	[illegible]	3 Pleasant St Niantic CT	2-6-16
David Lamm	[illegible]	144 Bill Hill Rd, Lyme, CT	2-6-16
Christine Lamm	[illegible]	144 Bill Hill Rd Lyme CT	2-6-16
Troy Barbato	[illegible]	48 Boston Post Rd	2-6-16
Christine Barbato	[illegible]	48 Boston Post Rd	2-6-16
Ron Breault	R Breault	162 Four Mile River Rd	2-7-16
[illegible]	[illegible]	141 Grassy Hill Rd. L	2-7-16
Christine Barbato	[illegible]	21 Lone Pine Trail Old Lyme	2-7-16
Polly Merrill	Polly Merrill	51 Lord Hill Ln. Lyme	2.7.16
Sarah Dobratz	[illegible]	155 Boston Post Rd	2/7/16
Christ Vasiloff	[illegible]	McCulloch Farm Old Lyme	2/7/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Gay Nelson		236 Whippoorwill	2/13/16
Josh Dearborn		380 Shore Rd	2/11/16
Mana Minos		85 Massachusetts Rd	2/11/16
Abdul Rehman		281 Shore Road	2/11/16
Adam Gentry	Adam Gentry	9 Meadowcock Dr	02/11/16
Walter Klimas		11 Corsino Ave	02/11/16
Crystal Burlingham		247 Shore Rd	2/12/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]			
Kate Colburn	Kate Colburn		
Nancy Condon	Nancy Condon	1 Village Lane Old Lyme	2/4/15
[illegible]	[illegible]	[illegible]	2/4/16
James Polara	[illegible]	33 Kelsey Ave Old Lyme CT	2/4/16
Lenny Costo	[illegible]	56 Hartford Ave	2/4/16
Josh Sevieri	[illegible]	81 Beaver Brook Rd	2/4/16
Daniel Lucente	[illegible]	4 Homestead Circle Old Lyme	2/4/16
Anthony LaCarrubba	[illegible]	314 Canty lane	2/4/16
Jason Thornton	[illegible]	71-1 Flat Rock Hill Rd	2-6-16
BRADFORD KING	[illegible]	29 Homestead Circle	6FEB2016
Joe Sapia	[illegible]	10 Old Colony Rd	2/6/16
Fred Pinto	[illegible]	26 Carrington Rd	2/6/16
[illegible]	[illegible]	[illegible]	2/6
Margaret Hotchkiss	Margaret Hotchkiss	Shore Rd	2/7/16
CAMERON COOKE	[illegible]	359 SHORE ROAD, OLD LYME	2/7/16
Dan Fogarty	[illegible]	17 miami Ave, Old lyme	2/7/16
Matt McCarthy	[illegible]	2 Otter Rock Rd, Old Lym	2/9/16
Rob Gladwell	[illegible]	X	X
Steve Cole	[illegible]	47 Fairmede Road Old Lyme	2.9.16
STANLEY BIELSKI	S Bielski	4 SALT KETTLE LANE, OLD LYME	2/10/16
Peter White	Peter A. White	[illegible]	2/10/16

Please Sign

PETITION TO: NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

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- # Forever harm and alter privately owned real estate and rights
- # Destroy wetlands, open space and natural resources

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
JOHN DAHJOST	[signature]	OLD LYME	1/5/2016
Anthony DelBiondo	[signature]	Old Lyme	2-4-16
BEVERLEY RYON	Beverley Ryon	OLD LYME	02-04-16
JACKIE MIANO	[signature]	OLD LYME 892 SHORE RD	2-4-16
Chris Thompson	[signature]	Old Lyme	2-4-16
Paul Fenna	[signature]	Old Lyme	2-7-16
Mark Evenin	[signature]	Old Lyme	2/7/16
Mario [illegible]	[signature]	Old Lyme	2/7/16
Jeff Benedetto	[signature]	Old Lyme	2/7/16
Paul Burdick	[signature]	OLD Lyme	2/8/16
Elizabeth Rand	[signature]	Old Lyme	2/8/16
Paul Gasperini	[signature]	Old Lyme	2/8/16
[illegible]	[signature]	Old Lyme	2/8/16
Lawrence Merritt	Lawrence M. Merritt Jr	17 Lee Drive Old Lyme	2/8/16
[illegible]	[signature]	10 Hawthorne Rd Old Lyme	[illegible]
Jim Barbour	[signature]	OLD LYME	2/8/16
Dianna Heil	Dianna Heil	93 Flat Rock Hill Rd.	2/8/16
JOHN WILKINSON	[signature]	20 CHAMPLAIN DR	2/8/16
MARK KUS	[signature]	58 Browns Lane	2/9/16
Gretchen Griffin	Gretchen Griffin	20 Lee Drive	2/9/16
NICOLE MICHAUD	Nicole Michaud	25 CHAMPLAIN DR. O.L.	2/12/16
PAUL MICHAUD	[signature]	25 CHAMPLAIN DR. O.L.	2/12/16
Robert Perry	[signature]	2 Westwood Rd	2/12/16

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PETITION TO: NEC FUTURE
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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Patricia Chadwick	Patricia K Chadwick	49 Stoneywood Drive, Niantic CT	2/4/16
THOMAS FLYNN	[illegible]	35 Hillside Rd Old Lyme	2-4-16
Christopher Read	Christopher Read	96 Mile Creek RD Old Lyme	2/4/16
ROCHELLE SCANLON	Rochelle C Scanlon	33 HOMESTEAD CIR OLD LYME	2/4/16
JOHN CANTEY	[illegible]	20 EDGEWOOD AVE ESSEX, CT	2/4/16
Robert Florin	[illegible]	224 Mile Creek Rd Old Lyme CT 06371	2/4/16
JAMES BIRGE	James Birge	3 Hemlock Circle Old Lyme CT 06371	2/5/16
Steven Smith	[illegible]	69 Mantford Ave old Lyme, CT	2/5-16
PETER A. LADD	[illegible]	12 LITTLEFIELD DRIVE OLD LYME, CT	2/7/16
Mary B. Ladd	Mary B. Ladd	12 Littlefield Dr. Old Lyme, Ct	2-7-16
AMY WATT	[illegible]	155 Butlertown Rd Waterford CT 06385	2/7/16
Jules Sciacchetti	[illegible]	8 Pine Rd. Old Lyme Ct	2-11-16
Jeffrey Woods	Jeffrey Woods	18 Hillcrest Rd OLD Lyme CT	2/11/16
Linda Lane	[illegible]	120-1 Sill Ln old Lyme, CT	2/11/16
DAVID W. LANE	[illegible]	120-1 SILL LN OLD LYME, CT	2/11/16
Sonja WOODS	Sonja Woods	279 Mile Creek Rd. Old Lyme, CT	2/12/16
Josh Woods	Joshua Woods	372 [illegible] Rd. Old Lyme CT	2/12/16

PETITION TO: **NEC FUTURE**
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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Linda Hamilton	Linda Hamilton	116-1 Library Lane Old Lyme, CT	2-10-16

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
JARED LOPER		41 FLAT Rock Hill RA	2/9
Sean Loper	Sean Loper	41 Flat Rock Hill Rd	2/12

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Joan Lyons	Joan Lyons	249 Boston Post Rd. O.L.	2/11/16
John D. Sedlak	John D. Sedlak	7 Beckwith Lane Old Lyme	2/11/16

Please Sign

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Vladimir Ashworth	V. Ashworth	173 Mile Creek Road Old Lyme CT	Feb. 10, 2016
Peter Wierzbowski		80 Seen N Old Saybrook CT	2/10/2016
John Barbour	John Barbour	6 MEADOW LA OLD LYME CT	2/10/2016
Peter Zalesmanis		116 SPITHEAD RD WATERFORD CT	2/11/2016
Tricia Kumpfmiller		53 Flat Rock Hill Rd oldlyme	2/11/16
Ross Ora		14 Eskow Ave Old Lyme	2/11/16

Please Sign

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Harry S. Plant	[signature]	392 Shore Rd Old Lyme CT. 06371	2/4/16
LARRY MANDER	[signature]	58-1 BREEN AVE OLD LYME 06371	2/4/16
Robert A. [illegible]	[signature]	362 SHORE RD - OLD LYME, 06371	2/4/16
TERRY A SWANEY	[signature]	362 SHORE RD - OLD LYME, CT 06371	2/4/16
Steve Scanlon	[signature]	66 Browns Lane Old Lyme Ct. "	2/4/16
JEFFREY SIMPSON	[signature]	16 STONEWOOD OLD LYME, CT	2/4/16
Andrea Rotella	[signature]	58-1 Breen Ave OLD Lyme	2/4/16
Robert Feeney	Robert L. Feeney	74 ELY's Ferry Rd Lyme/Formerly Old Lyme	2/6/16
Daniel L Griffith	[signature]	393-3 Hartung Rd Lyme Ct 06371	2/6/2016
Daniel O'Connell	William O'Connell	96 Shore RD. -	2/9/16
William O'Connell	[signature]	96 Shore Rd	2/9/16
Amy Wiringer	Amy Wiringer	303 Soltaire Dr Old Lyme	2/9/16
Jim Carroll	[signature]	17-1 Griswold Ave	2/9/16
John Carroll	[signature]	29 Champlain Dr Old Lyme, Ct 06371	2-9-16
Doe Carroll	[signature]	29 Champlain Dr Old Lyme, Ct 06371	2-9-16
RICHARD BURLINGHAM	[signature]	16 WALNUT Rd SOUTH LYME CT 06376	2-10-16
Peter Breen	[signature]	80 CONN Rd South Lyme 06376	2-10-16
Peter Lod	[signature]	224-1 Shore Rd Old Lyme	2/11/16

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Julie Gilbert	[illegible]	66 Lyme St	2/11/16
STRAB R	[illegible]	30 NECK RD	
GUILD G	[illegible]	153 Mitchell Hill Rd Lyme	2.11.16
ASHLEY BESADE	[illegible]	11 MOSS POINT TRAIL	2/11/16
THOMAS D GOTOWK	Thomas D Gotowk	25 LIBRARY LANE OLD LYME	2/12/2016
Pamela LaMesa	[illegible]	26 Champlain Dr.	2/12/2016
R Kirpis	[illegible]	P.O. BOX 138	2/12/2016
Diane Stevens	Diane Stevens	206 Shore Rd Old Lyme	2/13/16
DAVID M GARFIELD	[illegible]	88 BEAVER BROOK RD LYME	2-13-16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Judith A Tooker	Judith A Tooker	67 Lyme St Old Lyme	2-9-16
Jim Dunn	Jim Dunn	Old Lyme Ct.	
Gerry Beers	Gerry Beers	Lyme CT	2/11/16
Philip Martin	Philip Martin	East Lyme	2/11/16
Tom Schiffino	Tom Schiffino	old Lyme, Ct.	2/11/16
Ron Bulb	Ferry Rd	Old Saybrook	2/11/16
Wilbur Stewart		33-1 Rowland Rd Old Lyme	2/11/16
Steve Dunn	Steve Dunn	Old Lyme Ct.	2/11/16
Albert Nuttall	Albert Nuttall	Old Lyme, CT	2/11/16
JONATHAN BUTLER		90 BRUSH HILL RD., LYME CT	2/11/16
JAMES T. BOLLES		120 BOSTON POST RD OLD LYME	2/11/16
Kenneth Cavanaugh	Kenneth Cavanaugh	175 Penn. Ave. Niantic 06357	2/11/16
MICHAEL BINKOWSKI		3 BITTERSWEET LANE OLD LYME	2/11/16
EDWARD D FISKE		8 HEFFION FARM RD OLD LYME, CT	2/11/16
Tracie Ortolani		7 Wychwood Rd Old Lyme CT	2/11/16
Lisa Maynard		64 Lyme St Old Lyme	2/12/16
JAMES HASLAM		8 STRAWBERRY LANE OLD LYME	2/12/16
Richard Laughton		23 Town Woods Rd Old Lyme	2/12/16
Jeffrey Robbins		182 Wesley Ave Old Saybrook CT	2/12/16

PETITION TO: NEC FUTURE
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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Christina Denison	Christina Denison	78 Lyme St. Old Lyme	2-9-16
Isabel Riiska	Isabel Riiska	8 Delta Ave, Old Lyme	2-10-16
Grace Erhart	Grace Erhart	82 Selden Rd Lyme CT	2-11-16
Hannah Childs	Hannah Childs	2 Sill Lane Old Lyme, CT	2-11/16
Ben Barrett	Ben Barrett	5 Davis Rd, Old Lyme CT.	2/11/16
Mary Waldron	Mary Waldron	2 Rose Lane Old Lyme CT	2/10/16
Lilo Hess	Lilo Hess	70-2 Sill Lane, Old Lyme CT	2/11/16
Kathy Scrocchetti	[illegible]	8 Pine Rd Old Lyme CT	2/11/16
JoAnn Flynn	JoAnn Flynn	3 Swanswood Lane Old Lyme CT	2/11/16
Pat Sarris	Pat Sarris	9 Swanswood Ln Old Lyme CT	2/11/16
Mary Humpage	Mary Humpage	15 Walnut Rd Old Lyme	2-10-16
Robbin Myers	[illegible]	8 Tisbury Road Old Lyme, CT 06371	2-11-16
Karen Oliver	Karen Oliver	6 Wargum Rd Westbrook CT	2-11-16
Mary Bradford	Mary Bradford	25 Wildwood Dr. Old Lyme, CT 06371	434-0247
Kate Thoms	[illegible]	109 Arbor Xing E. Lyme CT 06333	2-12-16
Mary Lou Rice	M L Rice	6 Lee Dr Old Lyme, CT 06371	2-12-16
Eileen Rice	[illegible]	" "	2-12-16
Sue Aberbach	Sue Aberbach	15 Canterbury Turnpike Norwich CT 06360	2-12-16
Melissa Jeng	[illegible]	13 Coult Lane OL	2/13/16
George Hunt	[illegible]	23 Wildwood Dr. Old Lyme, CT 06371	2/12/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
BARBARA STEVENS	Barbara Stevens	492 Hartford Rd, Lyme, CT	2/8/16
Mickie Fraser	Mickie Fraser	9 Lyme ST unit 11 Old Lyme CT	2/11/16
Jane Bysko	Jane Bysko	4 Lantern Lane Old Lyme	2/12/16
John Bysko	John Bysko	4 Lantern Lane, Old Lyme	2/12/16

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Michelle L Porter	Michelle L Porter	9-1 Griswold Pt; Old Lyme, CT	2/4/16
Theodore VanItallie	Theodore VanItallie	16 Coult Lane, Old Lyme, CT	2/4/16
Anne B Pierson MD	Anne B Pierson MD	The Brick House, Griswold Point Ln, Old Lyme 06371	2-4-16
Kenneth W. Hillhouse	[illegible]	24 Griswold Pt Old Lyme	6 Feb 2016
William H. LaRoue	William H LaRoue	24 Griswold Pt Old Lyme	Feb. 6, 2016
Jennifer G. Hillhouse	Jennifer G. Hillhouse	24 Griswold Pt Old Lyme CT	2/6/16
Nick Griswold	[illegible]	13-2 Griswold Pt Old Lyme	2/6/16
Annie Griswold	Annie Griswold	13-2 Griswold Pt Old Lyme	2/6/16
Beverly Lewis	Beverly Lewis	318 Grassy Hill Lyme-Ct	2/7/16
George Anderson	George Anderson	14 Chadwick Dr. Old Lyme	2/7/16
Jack Oliver	[illegible]	83 Norwich Salem Rd. Lyme	2/7/16
Lesley Chick	Lesley Chick	66 Grassy Hill Rd OL	2/7/16
Morgan Ely	[illegible]	121-3 Blood St Lyme CT	2/7/16
John Forbis	John L Forbis	43 Lyme Street Old Lyme CT	2/7/16
Max Greenwood	[illegible]	228-1 Mile Creek, Old Lyme, CT	2/7/16
Bob Reemsnyder	Bob Reemsnyder	23 Four Mile River Rd, Old Lyme CT	2/7/16
Chris Wells	[illegible]	33 Erin St Guilford Ct	2/7/16
Vicki Urbowicz	Vicki Urbowicz	10 Otter Rock Rd., Old Lyme CT	2/7/16
Anne Bing	Anne Bing	9 Mansewood Rd. Old Lyme CT	2/7/16
Josh Edmed	[illegible]	116 Town Woods Rd Old Lyme	2/7/16
Gail O'Sullivan	Gail O'Sullivan	148 Neck Rd, Old Lyme CT	2/7/16
Rich Wilcrewski	[illegible]	38 Lone Pine Trail Old Lyme CT	2/7/16
Doris Coleman	[illegible]	50 Buttonball Rd Old Lyme CT	2/7/16
Nyla DeTour	Nyla DeTour	74 Grassy Hill Rd Old Lyme CT	2/7/16
Jan Magnusson	[illegible]	15-1 Grassy Hill Rd, Old Lyme	2/7-2016
Doris Hungerford	Doris Hungerford	139 Blood St, Lyme, Ct.	2/7/16
Jim Noyes	James B. Noyes	5 Coach St, Old Lyme, Ct.	2/7/16

(over)

Devin Carney		18 Cottage Pl, Old Saybrook	2/7/14
Lisa Knepshield	Lisa Knepshield	99 Grassy Hill Old Lyme	2-7-14

Please Sign

PETITION TO: **NEC FUTURE**
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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
LEE FRITCHARD	Lee Fritchard	36 Elys Ferry Road, Lyme, Ct.	2/9/16
Joanne STONE	Joanne Stone	85 Boston Post Rd O. Lyme	2/9/16
[redacted]			
JIM FAFALLA	Jim Fafalla	26 Library La. OLD LYME CT	2/9/16
Andy Shenk		19 Halls Rd, Old Lyme, CT	2/9/16
Deb Wade	Deb Wade	61 Lyme St Old Lyme	2/9/16
Jim Rollins		1 Tilbury Rd - Old Lyme	2/9/16
MEL CARUSO		5 ELY'S FERRY RD LYME CT	2/9/16
Sidney Williams		30 Bokum Rd. ESSEX, CT.	2/10/16
Margo W. Valentine	Margo W. Valentine	52 Grandview Terr. Essex	2/10/16
Kaiser Caramanica		17-1 GRISWOLD AVE, Old Lyme	2/10/16
Barbara Perkins	Barbara Perk	9 ARA Rd Lyme	2/10
M J DeRISIO		35 Mile Creek Rd	2/10
ANNE J. FAFALLA	Anne J. Fafalla	26 Library Lane, Old Lyme, Ct.	2/10/16
Jenna Ratchford		95 Sill Hill Rd. Lyme CT 06371	2/10/16
Terry Davidson		126 Town Woods Rd. Lyme, CT.	2/10/16
R. D Henderson	R. D Henderson	4 Sandpiper Pt. Rd Old Lyme	2/10/16
NANCY PLYLER		218 Blood St. Lyme, CT	2/10/16
JANICE HELENSKI		9 Broughton Rd Old Lyme	2/10/16
Jon Richards		516 Sill Hill rd Lyme	2/10/16
Christopher F. Olivera		7 Heffron Farm Road Old Lyme	2/10/16
Jonathan McInerney		23-1 Grassy Hill Rd	2/10/16
FRED McCullough		57 Hickory St. OLD LYME, CT	2/11/16
Tom McCulloch		54 Mile Creek Rd Old Lyme	2/11/16
Jon Hoehle		35 FLAT Rock Hill Rd Old Lyme	2-11-16
Nancy G. Mol	Nancy A. Mol	5 Mansewood Rd. Old Lyme	2-11-16

Name	Signature	Address	Date
Tammy Hayes	Tammy Hayes	5 Loach Drive Old Lyme	2/11/16
Scott Winters	[illegible]	10 Whippoorwill	2/11
Joan Bowian	Jon Bowian	63 Mile Creek Rd.	2/11/16
Lawrence Merrill III	[illegible]	9 Sands Dr	2/11/16
Charles Goodwin	[illegible]	11 Whippoorwill Rd	2/11/16
Kelly Enoch	Kelly C. Enoch	9 Ascot Lane, Old Lyme	2/11/16
Diane Morrison	Diane Morrison	76A Lyme St, O.L.	
Amy Restrepo	Amy R	39, Coult Lane O.L	2/11
Tom Unger	Tom Unger	236 Whippoorwill Rd	
Paul Gleason	Paul Gleason	13-1 McCurdy Dr	
Bill Dunbar	[illegible]	12 Sandpiper Pt Rd. O.L.	
Paul Dorothy JR	[illegible]	150 Boston Post Rd	
Brian Skelly	Brian Skelly	9 Wildwood Drive Old Lyme	
Sharon Wood	Sharon Wood	Charnel side Drive	
~~Jane Cable~~ Jane Cable	Jane Cable	135 Four Mile River Rd	
Ellen Jones	Ellen Jones	[illegible]	
Terri Theriault	Terri Theriault	11-1 Somerset Ln O.L.	
John Luke Robinson	[illegible]	50 Courtland Dr. Goshen, CT 06340	
Kathy Feakins	Kathy Feakins	14 Ferry Rd, R-2 O.L.	
Timothy Strain	[illegible]	1141 Mile Creek	

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Emily Lopez	[signature]	6 Brenda Ln.	2/11/16
Marcia Knowlton	[signature]	100 Dudley Ave	2/11/16
[illegible] Walsh	[signature]	311 Schiffair Dr	
Maggie Dolan	[signature]	25 Mile Creek Rd Old Lyme	2/12/16
Barbara Ballard	[signature]	P.O. Box 529 Old Lyme	2/12/16
GEORGE MILLER	[signature]	5 LIBRARY LANE	2/12/16

PETITION TO: NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

SUMMARY:
Stop Alternative One from destroying the quality of life in Old Lyme. The proposed new rail lines will:

- **# Destroy homes and businesses**
- **# Damage and significantly change the Lyme Art Academy College, Lyme Art Association, Florence Griswold Museum**
- **# Negatively impact our schools, our library and a large segment of our Historic District**
- **# Forever harm and alter privately owned real estate and rights**
- **# Destroy wetlands, open space and natural resources**

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Jocelyn Zallinger		36 Lyme St Old Lyme CT	2/10/16
Joann Ballinger		225 Lake Rd Bozrah, Ct.	2/11/16
Matthew Schwager		262 Sand Hill Rd. Middletown	2/11/16
Pete Ellsworth		65 Legend Hill Road Montville	2/11/16
Joanne DiCamillo		68 Gill Lane Old Lyme, Ct	2/11/16
Madeline Coakley		2 Fawn Trail Old Lyme Ct	2/12/16
Liliane Allegeth		12 Forest Rd Niantic	2/12/16
Caren Linden		82 Quarry Dock Rd Niantic Ct	2/12/16
Deborah Moore		5 Bartkiewicz Rd. Chester CT	2.12.16

PETITION TO: **NEC FUTURE**
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
WAYNE BUCHANAN		17 [illegible] RD S LYME CT	2/9/16
Louise Noyes	Louise S. Noyes	" "	2/12/16

Connecticut
Ornithological
Association

314 Unquowa Road, Fairfield, CT 06824

January 26, 2016

NEC Future
US DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Dear Sir or Madam:

We have reviewed the Tier 1 draft EIS for the proposed Northeast Corridor Future Plan. It is difficult to form an opinion on the plan with an EIS so lacking in detail. The following areas of concern to us in Connecticut appear to be as follows:

Alternative 1: The proposed route passes through Quinnipiac River Marsh Wildlife Area (Map 17) and Ragged Rock Creek Marsh (Map 32).

Alternative 2: The proposed route passes through the Centennial Watershed State Forest and Killingly Pond State Park (Map14).

Alternatives 2 & 3: The contiguous proposed route passes through the Quinnipiac River Marsh Wildlife Area (Map (17), Bolton Notch State Park Scenic Reserve, Nathan Hale State Forest, Mansfield Hollow Wildlife Area, Natchaug State Forest, James Goodwin State Forest and Killingly Pond State Park (Map 29).

Alternative 3: The proposed route also passes through Paugussett State Forest and Waldo State Park Scenic Reserve (Map 24) and bisects the tombolo between Charles Island and Silver Sands State Park (Map16)

There is no indication of any but State and Federal lands that will be impacted by this project. It is impossible to address this issue unless the maps delineate other threatened lands such as those owned by NGOs like the numerous Audubon Societies and the Nature Conservancy; plus there is no mention of Municipal lands, lands under easement, land trusts or private holdings.

Some of this is tunnel, some is elevated and some at ground level. The tunneling is extraordinarily lengthy in some areas. Because the details of this proposal are not evident on the map detail (such as it is) it is difficult to determine which portions would potentially disrupt areas set aside for wildlife, safe drinking water, recreational areas and scenic vistas. The plans also lack detail on the mechanisms that might be employed to deal with the tremendous amount of debris that would be generated by all that tunneling. There is no information regarding filling of wetlands or dredging.

There is no information on mitigation actions proposed to alleviate all the environmental damage that would be caused by this project. Many of the lands affected are home to endangered and threatened birds including the Black Rail and Saltmarsh Sparrow. We hope that such mitigation efforts will become an integral part of this proposal.

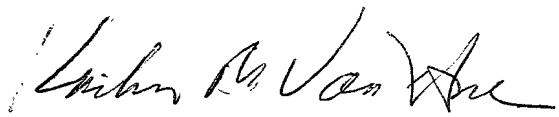
Even without the necessary detail to adequately assess these plans, we can state that we object to any further fragmentation of the few remaining large unbroken areas of forest which are so necessary for wildlife. Birds especially are impacted by forest edges, which open their nesting areas to predators.

Furthermore, it appears that several rivers, wetland areas, marshlands and reservoirs will also be affected. There is no detail as to how these proposed changes will be carried out without having a deleterious effect on wildlife. In fact, the report states that "No field investigations occurred as a part of this analysis," (S.7.3) a statement we find surprising.

While we applaud the benefits to the environment of increasing travel by rail, we cannot endorse any plan so lacking in crucial detail.

Thank you for this opportunity to comment.

Very truly yours:



Kathleen M. Van Der Aue, President
Connecticut Ornithological Association

State of Connecticut

SENATE

SENATOR PAUL FORMICA
TWENTIETH SENATE DISTRICT

LEGISLATIVE OFFICE BUILDING
300 CAPITOL AVENUE, SUITE 3400
HARTFORD, CONNECTICUT 06106-1591
CAPITOL: (800) 842-1421
E-MAIL: Paul.Formica@cga.ct.gov
WEBSITE: www.SenatorFormica.com

SENATE MINORITY WHIP

RANKING MEMBER
ENERGY & TECHNOLOGY COMMITTEE

MEMBER
APPROPRIATIONS COMMITTEE
PUBLIC SAFETY COMMITTEE

January 27, 2016

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom It May Concern:

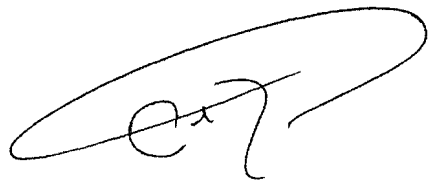
As State Senator for the 20th District which includes Old Lyme, an area where the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement affects. I strongly object to the proposal within "Alternative 1" wherein the tracks would be moved and would cut through the Town of Old Lyme. This proposal would have negative social and environmental impacts on the town, which I feel have not been properly taken into consideration.

There are severely worrisome 'eminent domain' implications regarding this proposal that would destroy Old Lyme's infrastructure, community, and overall way of life. "Alternative 1" would negatively affect homeowners, the Old Lyme Historic District (including many shops, historic art galleries, the Florence Griswold Museum, and the Lyme Academy of Fine Arts), businesses, and the character within this quiet, beautiful community. Not to mention, the environmental impacts including additional pollution and the demolition of wetlands, open space and our natural resources.

I ask, before this process moves any further, that this proposal be removed from any current and future studies. In addition, I do not believe I, or my constituents, were given enough notice or time to digest this plan and the potentially drastic effects it could have on Old Lyme or the region. Therefore, I respectfully request, should this proposal not be removed, that there be a public hearing in Old Lyme, CT before the comment period ends on February 15th. The people of Old Lyme and the region deserve to have their voices heard on a proposal that would drastically alter their lives.

Thank you.

Sincerely,



Paul M. Formica
State Senator
District 20

cc: Congressman Joe Courtney
cc: Senator Chris Murphy
cc: Senator Richard Blumenthal
cc: State Representative Devin Carney
cc: First Selectwoman Bonnie Reemsnyder
cc: Commissioner James Redeker, Connecticut Department of Transportation

NEC DEIS Comments - RECORD #1016 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Justin
Last Name : Connolly
Stakeholder Comments/Issues :

Good day-

I reside approximately 30 miles from New York city within short walking distance of a LIRR station.
My family and I would be grateful for any enhancements to our railroad infrastructure .

Thank You

Justin
Locust valley NY

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NEC DEIS Comments - RECORD #166 DETAIL

Status : [redacted]

Record Date : 1/13/2016

First Name : Justin

Last Name : Connolly

Stakeholder Comments/Issues :

Good day-

i have a LIRR train station a short walk from my house a diesel branch-I would like to see enhancements to the entire system so that I could use it

NEC DEIS Comments - RECORD #811 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Paula
Last Name : Conoscenti
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Paula Conoscenti
Elkton, MD

NEC DEIS Comments - RECORD #1060 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Jonathan M.

Last Name : Broder

Stakeholder Comments/Issues :

Attached please find Conrail's comments on the Tier I NEC Draft EIS.

Respectfully,

Jocelyn Gabrynowicz Hill, Esq., LEED AP BD+C
Director of Public Affairs & Assistant General Counsel
Consolidated Rail Corporation
1717 Arch Street
Philadelphia, PA 19103
215.209.5019 (office)
609.760.5906 (mobile)
Jocelyn.hill@conrail.com<mailto:Jocelyn.hill@conrail.com>

Attachments : 20160212 Conrail Comments to Tier I NEC Draft EIS.pdf (190 kb)

CONRAIL®

Consolidated Rail Corporation
1717 Arch Street, Ste. 1310
Philadelphia, PA 19103

February 12, 2016

BY U.S. POSTAL SERVICE AND EMAIL

Ms. Rebecca Reyes-Alicea
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: **Comments on TIER I NEC Draft Environmental Impact Statement**

Dear Ms. Reyes-Alicea:

Consolidated Rail Corporation ("Conrail") submits the following comments on the Tier I Draft Environmental Impact Statement ("Draft EIS") released in November, 2015 by the Federal Railroad Administration ("FRA") for proposed improvements to the Northeast Corridor ("NEC"). Conrail is a Class III switching railroad, indirectly and jointly owned by CSX Corporation ("CSX") and Norfolk Southern Corporation ("NS").

Conrail serves the densely populated New York, Philadelphia and Detroit rail markets on behalf of its owners. Conrail has approximately 1100 employees, operates about 1200 track miles, and handles approximately 500,000 carloads of freight. It is the primary freight rail service provider on the Northeast Corridor between New York City and Philadelphia.

Conrail supports the efforts of FRA and others to improve the NEC by upgrading aging infrastructure, and adding additional capacity. What we believe is most important, however, is for FRA to recognize in the Final EIS that the future of the NEC is as critical for freight rail as it is for passenger service. Accordingly, Conrail believes it is critical for FRA to adopt the following guiding principles in its evaluation of the Draft EIS proposed alternatives:

- Any preferred alternative must have the ability to preserve current freight service levels and access to freight rail customers throughout the entire existing or proposed NEC

- Any preferred alternative must provide sufficient capacity that does not preclude future expansion of freight service in the current or proposed NEC

- Any preferred alternative should provide opportunities for synergies in rail infrastructure investments that would benefit both passenger and freight rail service.

Conrail joins in the general concerns set forth in the comments of NS and CSX regarding the Tier I EIS. In addition, Conrail respectfully provides the following detailed comments with regard to the FRA's Tier I Draft EIS on proposed improvements to the NEC.

1. Coordination with Freight Railroads to Protect Freight Service Levels

The Draft EIS asserts on page S-3 that "the investment program will be defined in a way that preserves current and planned service levels for freight railroad operations."

While Conrail welcomes that assurance, at this time, Conrail concludes there is insufficient information in the Draft EIS to make any determination on what the real impacts on freight will be from any of the alternatives considered or whether current and planned service levels for freight railroad operations will in fact be preserved. We reiterate our concerns about any potential for limitations on current and future freight capacity in terms of volumes, weight or height restrictions or windows of service.

The Draft EIS also states on page S-3 that "[o]pportunities are also being considered to accommodate improvement of freight rail service within the NEC FUTURE Study Area." Again, Conrail appreciates that representation, but we similarly conclude there is insufficient information to evaluate purported "opportunities under consideration for the improvement of freight rail service" in the Study Area.

- We recommend that FRA revise the text in the final EIS to include a statement that the Commission will work closely with Conrail and the other freight railroads in the Study Area to protect current and future expansion of freight service levels.

2. Greater Philadelphia Region Freight Capacity

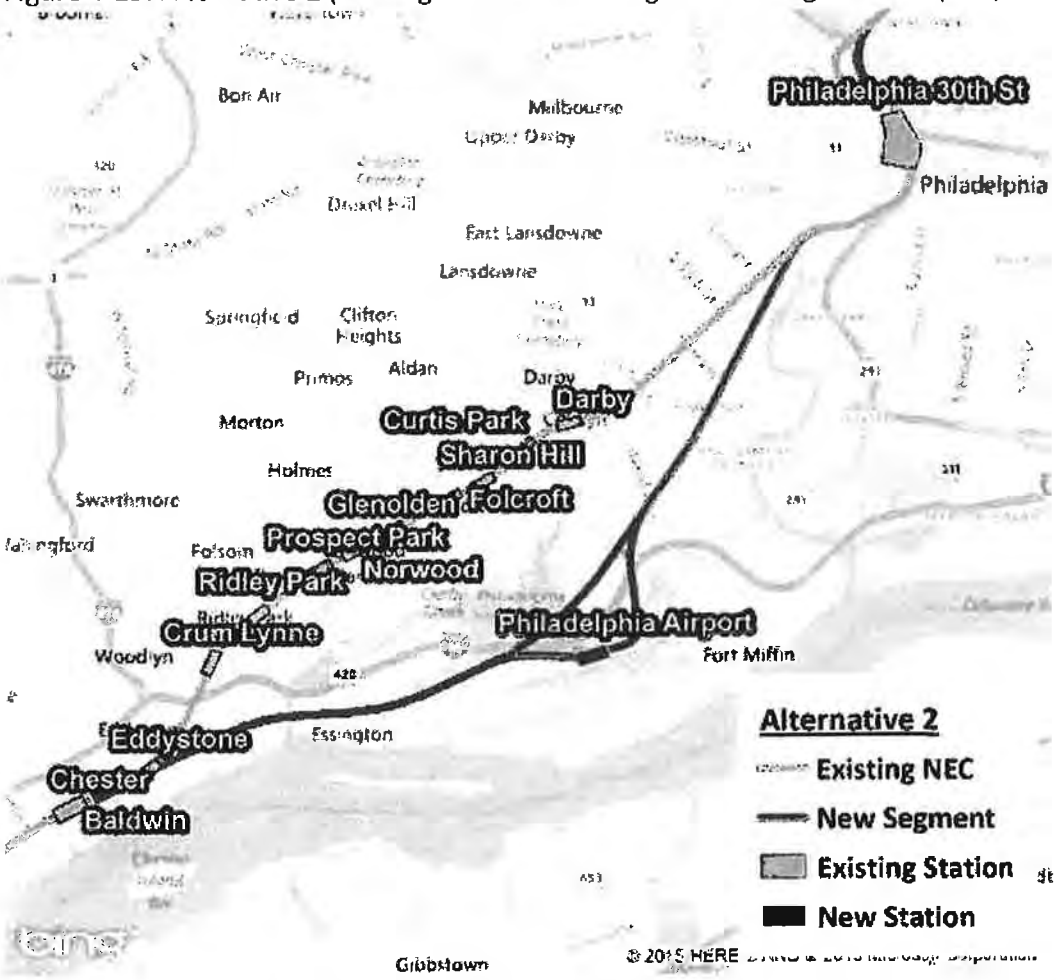
We have serious concerns about any Action Alternative that could compromise the freight capacity in the key freight nodes in south Philadelphia and the Chester area. Economic growth in this region, particularly in the energy, petrochemical and manufacturing sectors, has led to an increase in rail traffic. Indeed, this region is experiencing greater volumes of rail traffic than it has seen in many years. Conrail is working with stakeholders to improve our freight network to accommodate current and anticipated growth, particularly along the Chester Industrial Track.

Section 4.7.3.3 and Figure 4-15 appear to reference Conrail's Chester Industrial Track, as well as the SEPTA Airport Line, over which Conrail operates. Section 4.7.3.3 provides:

4.7.3.3 Pennsylvania

- New, two-track infrastructure, south of Center City, Philadelphia, beginning near Eddystone Rail Station in Delaware County, shifting south of the existing NEC and running parallel to S.R. 291 through Essington. The segment shifts north on embankment and major bridge, in close proximity to S.R. 291, through the John Heinz National Wildlife Refuge, continuing at-grade north, parallel to SEPTA's "Airport Line." The segment shifts east of the SEPTA Regional Rail "Airport Line," reconnecting with the existing NEC near the Schuylkill River and the University City section of Philadelphia.

Figure 4-15: Alternative 2 (Existing NEC and New Segment through Philadelphia)



Conrail owns the Chester Industrial Track from its terminus in Claymont Delaware, north to where this line meets the SEPTA Airport Track. The City of Philadelphia owns the portion of the Chester Industrial Track known as the SEPTA Airport Line. Conrail has operating rights over the SEPTA Airport Line. Conrail also owns the section of the Chester Industrial Track north of the SEPTA Airport Line. The extent of the proposed

interference with Conrail's Chester Industrial Track is unclear, however, even a scenario involving curfews or specific travel windows would be unacceptable to Conrail. Freight railroads need to have the ability to operate during daytime hours to meet the growing service needs of freight shippers and customers. Conrail does not support any proposed Action Alternative that involves the use of Conrail's existing freight rail infrastructure.

3. Raritan Center New Jersey Fright Capacity

Another critical economic development location for freight rail is Raritan Center in New Jersey. Freight volumes have grown rapidly in this area and we anticipate further growth. Conrail has to operate over the NEC to service customers in this area. The area around exit 10 of the New Jersey Turnpike is one of the few areas that has enough available land to support significant economic growth in the New York Metropolitan Area -- and freight rail access is a very important factor in that growth. It is critical to recognize that the NEC may be the only freight rail access to some of these locations.

- We recommend that the FRA include in the Final EIS an express recognition that continued economic growth in the corridor is dependent, at least in part, upon allowing for existing and future growth in freight rail service on the NEC.

4. Vertical Clearance

With the development of the Port systems in the Delaware Valley region, including the Port of Paulsboro, double-stack clearance is becoming increasing critical to economic development. Many consumer goods arrive via intermodal service, which is most efficient when containers can be double stacked on rail cars, helping ensure that there is sufficient traffic density and efficiencies to allow rail intermodal options to be cost competitive with all-truck movements. The nation's leading container ports depend on double-stack rail. It is critical that the NEC incorporates higher vertical standards to allow the continued delivery of freight to customers and the surrounding communities. Currently, sections of NEC are limited to single stack rail service. Providing double-stack access for ports and major domestic load centers will be crucial to expanding freight rail's share of the intermodal market.

- We recommend that the FRA include specific reference to those critical infrastructure improvements along the NEC that will facilitate the operation of double-stack intermodal freight rail operations.

5. Weight Restrictions

Similarly, Conrail believes the viability and success of future freight rail service on the NEC will hinge on the capability of the corridor infrastructure to support the use of cars with 286,000 lb. gross vehicle weight. The use of 286k GVW allows more freight to be moved in each car, thereby reducing carloads and car-miles needed to move a given amount of freight. Currently, most of the NEC are not cleared for 286k GVW This weight

limitation standard is outdated and plans to increase the weight limits on the NEC should be explored.

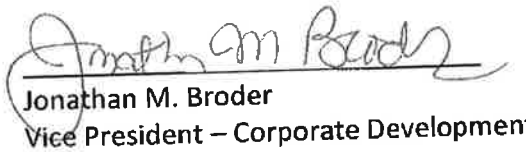
- We recommend that the FRA include in the Final EIS a discussion of how a modernization of freight car weight limits could result in important efficiencies in the use of the NEC.

6. High Level Platforms

Finally, Conrail believes that coordination between Amtrak, FRA and the freight railroads on the design and installation of new NEC station high level platforms is imperative to ensure that the high level platforms do not restrict clearances for freight operation and line capacity. If this issue is not resolved and new stations are constructed without the freight railroads' input, these new high level platforms will permanently restrict freight capacity on the NEC.

Conrail appreciates the opportunity to provide these comments, and looks forward to its involvement as an important stakeholder in the overall plan for NEC improvements.

Sincerely,



Jonathan M. Broder
Vice President – Corporate Development and Chief Legal Officer

The next speaker is Rich Conroy. Rich.

MR. CONROY: Good afternoon. I'm glad to have the opportunity to speak at this public hearing. I'm representing an organization based in New York City, Bike New York. We're -- I am the education director. As well as New York State's Statewide Bike Coalition, where I'm a board member. And I love this topic because it brings up two of my favorite modes of transportation, bicycles and trains.

I'm encouraged that Amtrak is starting roll on/roll off service, or started it last year on the Capital Limited and on a train that goes to Vermont, I believe the Ethan Allen. Please keep bicyclists and the growth of cycling in mind when you make your plans for the Northeast Corridor. The four major cities along the Northeast Corridor, Boston, New York, Philadelphia and Washington, D.C. have the lowest rates of adult automobile ownership in the United States. And those cities are attracting younger populations of people who are buying fewer cars, and leaving their cars for bicycles. So one thing, please be thinking about as you make your plans to take care of the Northeast Corridor, is work with local planning agencies and bike advocates to promote bike commuting to and from the railroad stations along the Northeast Corridor.

I've used the Northeast Corridor routes, whether -- it was mostly on regional trains like New Jersey Transit and SEPTA, Metro-North to New Haven, to either take personal trips, vacations, to Philadelphia, to Trenton, or to transport bikes for things like day trips. Bicycle travel and bicycle tourism serves local economies very well. In the last couple of years my partner and I have taken bike tours along the Delaware and Raritan Canal in New Jersey and Pennsylvania, served at stations at New Brunswick and Trenton. On days where we did not camp, we probably spent a hundred fifty dollars to two hundred dollars along the route each day. That's a lot of money going into these small towns.

The Northeast Corridor routes, besides serving the D&R Canal route, also serves the C&O Canal, which connects to the Great Allegheny Passage that starts in Washington, D.C. It's very difficult as a New Yorker to get a bike on an Amtrak train to go to Washington, D.C. where I can catch the Capital Limited. It's very difficult to get a bike on a train to go to Boston where I can get roll on, roll off service to go up to Maine. That was a major factor in my own vacation planning this fall where we opted to drive to Buffalo to do a different route, rather than trying to work with the Northeast Corridor to Boston.

Baggage cars coming in and out of Penn station on trains where you could get a bike on are few and far between. And, you know, frankly, it's a pain to dismantle and box up a bike and then have to resemble it at your point of destination.

So please, please, please think about expanding roll on, roll off service to include the Northeast Corridor. I know it's very challenging with such a heavily traveled line, with maybe shorter stations and aging baggage cars, but there has to be a way to figure this out. The Europeans have figured it out. And Amtrak provides this kind of service in California, Oregon, Washington, North Carolina, Missouri, Illinois and Michigan. I mean, if Missouri can have roll on/roll off service, why can't we in New York and New Jersey have nice things like that too?

Thank you.

NEC DEIS Comments - RECORD #2551 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Elizabeth

Last Name : Cook

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #3024 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Betsey
Last Name : Cooley
Stakeholder Comments/Issues :

The idea of destroying the bucolic beauty of a treasured historic village like Old Lyme in order to shave only minutes off travel time is appalling. Perfect places like the village of Old Lyme are too few. As the co-owner of an art gallery in a place where people have gathered to make art for over a century and appreciate the beauty of a small New England town we hear from nearly every out of town visitor how beautiful our town is and how lucky we are to live here. They often talk about plans for their next visit.

NEC DEIS Comments - RECORD #1486 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Ben

Last Name : Cooley

Stakeholder Comments/Issues :

Alternative 2 and 3 are far more impactful and worthwhile plans. Alternative 1 would not relieve track congestion due to Amtrak/metro north track sharing - there would be no change. Alternative 2 and 3 not only distribute train traffic with a more direct route to Boston it adds significant economic development opportunities to northern ct cities.

NEC DEIS Comments - RECORD #432 DETAIL

Status : [redacted]

Record Date : 1/31/2016

First Name : Robert

Last Name : Cooper

Stakeholder Comments/Issues :

I am firmly opposed to the proposal to run a new rail line through Old Lyme, Ct. I feel the destruction is totally unwarranted as the area will not benefit from any reconfiguration of Amtrac.

NEC DEIS Comments - RECORD #722 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Al

Last Name : Copp

Stakeholder Comments/Issues :

I oppose the portion of the Alternative 3 route which passes through the Patuxent Wildlife Refuge, The refuge was established in 1973 to preserve wildlife and should not be diminished.

NEC DEIS Comments - RECORD #464 DETAIL

Status : [redacted]

Record Date : 2/1/2016

First Name : Eugenie

Last Name : Copp

Stakeholder Comments/Issues :

I am against the plan to bring train though our historic district of the beautiful town of old Lyme.

NEC DEIS Comments - RECORD #1663 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Eugenie

Last Name : Copp

Stakeholder Comments/Issues :

the NEC FUTURE proposal is a terrible plan, destructive of the town center and community buildings , schools.

NEC DEIS Comments - RECORD #3066 DETAIL

Status : [redacted]
Record Date : 2/17/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

What an incredible opportunity it would be for the town of Palmer and it's surrounding towns to have the rail service. I and many people hope it becomes a reality.
Thank you,
Jen Corbett
Monson, MA

NEC DEIS Comments - RECORD #227 DETAIL

Status : [redacted]

Record Date : 1/21/2016

First Name : Bryan

Last Name : Corbitt

Stakeholder Comments/Issues :

As someone that travels to Europe it is sad the state of our rail system. The tracks should be upgraded to handle high speed trains

NEC DEIS Comments - RECORD #2870 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Maureen

Last Name : Corcoran

Stakeholder Comments/Issues :

The fact that the original railway was laid in a most intrusive position through scenic wetlands with maximum disturbance doesn't mean the state should exacerbate the situation even further. Please reconsider this plan.

NEC DEIS Comments - RECORD #2810 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Anna

Last Name : Cordock

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district.

NEC DEIS Comments - RECORD #1685 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Richard
Last Name : Cordsen
Stakeholder Comments/Issues :

I vehemently oppose the NEC proposal to re-route the rail line through Old Lyme. This would be a tragic desecration of this historic community.

NEC DEIS Comments - RECORD #1687 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Francine

Last Name : Cornaglia

Stakeholder Comments/Issues :

The Alt 1 segment on the NEC corridor would have a terrible impact on the historic towns on that route. Although I do not live in those towns they are important to me for the cultural and recreational opportunities they offer nd to the state for the tourist businesses. Please do not run the rails through our most precious heritage.

NEC DEIS Comments - RECORD #1571 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Brian
Last Name : Cornell
Stakeholder Comments/Issues :

Sirs:

We write to you as residents of Old Lyme, Ct. with respect to the potential re-routing of railroad tracks thru a portion of our town. This plan is fraught with disregard for the impact on natural environments in the immediate area.

In particular, we are concerned about the impact on environment, historical, economic, cultural and archaelogical features in our town and along the Connecticut River. Congressman Courtney supports us in that this is not the area to go through. The proposed track that this route would take goes thru beautiful property in Old Lyme and is ridiculous in it's crossing of the river in a way that would disturb even more of the river area and the many tributaries feeding into the Connecticut River as it approaches the Long Island Sound.

*PLEASE reconsider any actions outlined in *NEC FUTURE Tier 1 Draft EIS.

Our community is counting on you to do the right thing for us and to discard this errant plan.

Thank you.

Karen and Brian Cornell
[redacted]
Old Lyme, Ct.

NEC DEIS Comments - RECORD #996 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Maria

Last Name : Corrao

Stakeholder Comments/Issues :

I strongly oppose this project!

Sent from my iPhone

NEC DEIS Comments - RECORD #1683 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Judith
Last Name : Cosgrove
Stakeholder Comments/Issues :

i would endorse alternative 2 which brings much needed improvement in rail service to Hartford, linking New York and Boston. In addition, this plan spares the character of shoreline communities for both residents and tourists. thank you.

NEC DEIS Comments - RECORD #2913 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Elizabeth
Last Name : Gara
Stakeholder Comments/Issues :

Attached are comments from the Connecticut Council of Small Towns regarding concerns with the Federal Rail Administration's NEC Draft Plan.

Betsy Gara
Executive Director
COST
860-841-7350

Attachments : Federal Rail Administration Draft Plan-signed.pdf (308 kb)

February 16, 2016

RE: Federal Rail Administration NEC Draft Plan

To Whom It May Concern:

The Connecticut Council of Small Towns (COST), an association of more than 110 small towns and cities throughout Connecticut, respectfully submits the following comments relative to the Federal Rail Administration's NEC Draft Plan.

COST opposes the Federal Rail Administration's NEC Draft Plan, which proposes to extend the railroad through Old Lyme's downtown. Many smaller communities in Connecticut have downtowns that are vital to their community's history, economy, character and charm. These areas should be preserved in ways that will strengthen our communities and local economies, not torn apart by rail lines.

COST is also concerned that federal authorities failed to work with local communities in developing the draft plan. This top-down approach has resulted in a seriously flawed plan which fails to coordinate and balance transit planning with other important state and local goals including nurturing economic development, preserving the quality of life in our communities, and protecting the state's natural resources and aquatic habitats.

COST concurs with the Lower Connecticut River Council of Governments which recommends investing in the existing rail lines in the Corridor rather than disrupting local economies and smaller communities by cutting through downtowns and established neighborhoods.

COST urges authorities to reject the draft plan and develop a collaborative process that engages municipal officials, residents. and businesses in outlining recommendations for enhancing rail lines without undermining Connecticut's small towns.

Very truly yours,

Betsy Gara

Betsy Gara
Executive Director

Connecticut Council of Small Towns
1245 Farmington Avenue, 101 West Hartford, CT 06107
860-676-0770 860-676-2662 Fax

NEC DEIS Comments - RECORD #9 DETAIL

Status : [redacted]

Record Date : 11/11/2015

First Name : Hobby

Last Name : Coudert

Stakeholder Comments/Issues : I am among the many homeowners in Stonington who actually work in New York City and spend weekends and vacations in Stonington. Because of the limited train service to Mystic and Westerly, we are usually forced to drive on I-95, adding to the congestion caused by Fairfield County and New Haven area commuters. When the weather is warm, daytrippers and weekenders to Mystic and Watch Hill add to the traffic. Congestion on 95 gets worse ever year and is now terrible in spring and fall as well as summer.

(1) There is demand for an affordable train to/from Mystic. When possible, we and our family members and houseguests currently take the Shore Line East to/from New London or Old Saybrook and so would certainly take a Shore Line train to Mystic if it were available, especially on Fridays and Sundays. (Amtrak has very limited service, is often late, and is too expensive to use regularly.) We know a number of retirees to Stonington who would certainly take an affordable train from Mystic to events and cultural attractions in New York, rather than fight traffic on 95. When weekend trains were added from Old Saybrook (it used to be just weekdays), the Sunday afternoon train I took was full the first day it ran! The demand is already there.

(2) Businesses in Mystic and some in Stonington would benefit. More tourists arriving by train to downtown Mystic would mean fewer cars and more foot traffic, and local taxi drivers and Uber drivers would get business from tourists arriving without a car and wanting to visit the Seaport, aquarium, Olde Mystic shops, Clyde's cider mill, the nature center, and charming Stonington Borough. Most New Yorkers and international tourists to New York do not have a car, and so a side trip to Mystic and Stonington only makes sense by train—those are potential visitors who are not coming with their dollars. Also, locals would be more likely to go to downtown Mystic shops and restaurants in the summer if congested traffic and difficulty parking were no longer deterrents.

In other words, our family and friends would use and support Shore Line East service to Mystic, and better train service would improve business and quality of life (less car traffic) in several ways.

Sincerely,
Helaine Coudert
homeowner & landlord in Stonington, CT

Attachments : CoudertHobby_Original.pdf (2 kb)

NEC DEIS Comments - RECORD #9 DETAIL

Status :	[redacted]
Record Date :	11/11/2015
First Name :	Hobby
Last Name :	Coudert
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NEC DEIS Comments - RECORD #734 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Calvin E.
Last Name : Coursey
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland, a lover of our state's few remaining wild places, and a supporter of the Cornell Lab of Ornithology, I am writing this letter in opposition to Alternate 3, *specifically section 4.7.4.1 (Maryland)* in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation of birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Calvin E Coursey
Worton, Maryland

NEC DEIS Comments - RECORD #26 DETAIL

Status : [redacted]
Record Date : 11/24/2015
First Name : Tanya
Last Name : Court
Stakeholder Comments/Issues :

Commissioner Redeker,

Our members and staff have read with interest the Draft NEC Tier 1 EIS and have several questions concerning some of the alternatives. I am certain additional questions will be raised as the study makes its way through the review process, but I wanted to get these questions to you as soon as possible in your capacity as Chairman of the NEC Future Commission:

NEC Future Tier 1 Draft EIS

Clarification of the Alternatives 1-3

Alternative 1

Pages 4-63 to 4-64

4.7.2.4 Connecticut

"Two new segments adjacent to the existing NEC in Fairfield County. The western segment is on aerial structure, adjacent to the existing NEC near Stamford Station. "

Question:

Please clarify the alignment of the aerial structure. Is this structure within the existing rail ROW in Greenwich and Stamford? Please include a diagram of the representative aerial structure.

"The eastern segment is parallel to the existing NEC between Noroton Heights Station and near Green's Farms Station, near the Saugatuck River. Most of this segment is north of the existing NEC, parallel to I-95 and inland from the coast."

Question:

Please clarify the alignment.

Are segments parallel to the existing NEC within the existing rail ROW?

Are segments parallel to I-95 within the I-95 ROW? Is there an impact on any current or future plans to widen I-95?

"New, two-track segment beginning east of Old Saybrook Station, shifting north of the existing NEC, crossing the Connecticut River on aerial structure in Old Lyme, and continuing in a series of tunnels, trenches, and aerial structures parallel to I-95 through East Lyme. The new segment shifts northeast and continues a short distance parallel to I-395 in Waterford before crossing to the south of I-395 in tunnel and continuing east adjacent to I-95. The segment crosses the Thames River in New London, between the eastbound and westbound bridge spans of I-95 and continues on embankment or aerial structure parallel to I-95 through Groton and Stonington, crossing the Pawcatuck River north of the existing NEC into Westerly, Rhode Island (Figure 4-13)."

Please clarify ROW impacts.

Alternative 2

Pages 4-69

"New, two-track infrastructure, continuing from Westchester County, NY, through coastal Fairfield County, parallel to I-95 typically on embankment or aerial structure through Greenwich, Stamford, and Norwalk; terminating in Westport west of Green's Farms Rail Station."

Please clarify ROW impacts. Is the proposed structure within the I-95 ROW? What factors determine if project is on embankment or aerial structure?

*Alternative 2 diverges from the existing NEC at New Haven, and continues inland on new infrastructure to Providence, RI, via Hartford, CT. Beginning in New Haven, CT, Alternative 2 continues north at-grade or embankment, crossing I-91 and the Quinnipiac River through North Haven. The new segment continues at-grade or on embankment north, parallel to I-91 through Wallingford and Meriden entering Hartford County near U.S. Route 5, continuing north through New Britain and Newington. In New Britain, Alternative 2 shifts east toward the City of Hartford, entering downtown Hartford in tunnel and continuing east in tunnel under the Connecticut River to East Hartford. The new segment continues east into Tolland County,

shifting northeast, usually in tunnel or embankment, south of Storrs into Windham County, crossing into central Providence County, RI.

Alternative 3

Pages 4-73 to 4-75

"The following describes the Representative Route of Alternative 3, highlighting the location of the second spine relative to the existing NEC, environmental features, metropolitan areas, and major passenger rail stations.

Alternative 3 is organized into three segments with routing options in two of the three segments as described in Section 4.4.3, providing the FRA with the flexibility to analyze options that would serve various intermediate markets north of New York should the FRA select Alternative 3 as the Preferred Alternative. Section 4.7.2 describes improvements to the existing NEC under Alternative 3. Only the second spine separate from the existing NEC is described below. Section 4.7.1 describes the Representative Route for the existing NEC."

Question:

Please clarify the rationale for including Alternative 3 improvements to existing NEC in the Alternative 2 section.

Thanks you for your assistance.

Regards,

Tanya

Tanya M. Court

Director, Public Policy and Programs

The Business Council of Fairfield County

One Landmark Square, Suite 300

Stamford, CT 06901

Telephone: 203-705-0668

Fax: 203-967-8294

email: tcourt@businessfairfield.com

Attachments : TanyaCourt Original.pdf (5 kb)

NEC DEIS Comments - RECORD #26 DETAIL

Status : [redacted]
Record Date : 11/24/2015
First Name : Tanya
Last Name : Court
Stakeholder Comments/Issues :

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Thanks you for your assistance.

Regards,

Tanya

Tanya M. Court

Director, Public Policy and Programs

The Business Council of Fairfield County

One Landmark Square, Suite 300

Stamford, CT 06901

Telephone: 203-705-0668

Fax: 203-967-8294

email: tcourt@businessfairfield.com

MS. SIEGEL: Thank you very much. Anyone else? We see one more taker.

MS. COURT: Hi. My name is Tanya Court, I'm with the Business Council of Fairfield County.

We've had the opportunity to go through the document and have some questions more than specific comments.

We just have a very -- a need for more detail on the specific proposals. For example, along the existing right-of-way, are you going outside the right-of-way, or how much right-of-way is being acquired? Those are things that we just are unable to determine from the document.

Also, the proposal that bypassed Stamford and Norwalk -- that would be the northern route or the Long Island Sound route -- would seem to undermine some of the economic development efforts under way in those communities and not really conform to the state plan of conservation and development.

We are supportive of improved rail travel, and we're going to continue to review the document. We'll be submitting these comments as well as additional comments. Thank you.

MS. SIEGEL: Great. Thank you, and we can also chat afterwards, if you want to have some more clarification.

The next speaker is Tim Courtney.

MR. COURTNEY: Hi. My name is Tim Courtney. I'm a relatively recent transplant to Hartford, a couple of years. The reason why I get involved in transportation-related initiatives and meetings is because I want to get out of my car, and I want to use a train or a bus, and I want to be more active. I don't need to go over the negative aspects, the stress, the health, financial, environmental of single occupancy commuting. So in that sense, I'm very much for the transform option. I would love to get a train to Boston. I would love to have passenger service to New York and to D.C.

But I want to share a few points. I'm not sure if anyone here is affiliated with the East Coast Greenway. They want to connect a lot more biking and active modes with the network. So different Complete Streets, if you're familiar with the concept groups, is enacting policies of bike facilities and transit facilities in the metro area. So the thought is adopting Complete Corridors policy for development to allow for bike facilities on the bridges as well; to allow for greater services for people to bring their bikes with them on the train, if they're commuting or if they're going and doing recreational activities; as well as building in some allowances for additional bike parking, lockers, facilities like that, at the Amtrak station.

So I wanted to add to that the hope that you adopt policies that allow active users. Thank you.

HEARING OFFICER SIEGEL: Thank you very much, Tim.

I do not have any other people signed up. Are there people who have signed up that I'm not aware of? Sometimes that happens. Is there anyone in the room who would like to make a statement? Okay. Come on up. Just make sure we get your name nice and clear.

NEC DEIS Comments - RECORD #1011 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Carrol
Last Name : Cowan
Stakeholder Comments/Issues :

|
|
|
| Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure. Thank you.

Sincerely,

Carrol Cowan

NEC DEIS Comments - RECORD #2881 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Tristan

Last Name : Cowan

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #513 DETAIL

Status : [redacted]
Record Date : 2/3/2016
First Name : Chrissy
Last Name : Cowell
Stakeholder Comments/Issues :

I hope our voices will be heard.
You cannot change the railroad tracks to run through the center of our lovely town. You will destroy the most beautiful wetlands that are home to thousands of birds, fox, coyotes, and several other cherished animals. Your plan will completely wreak havoc on our small town charm and history. It's unfathomable to me that this plan is even being considered.
Please please please reconsider this idea. If someone from your organization did a research study on how our town will be impacted, they would see very clearly that this SHOULD NOT EVEN BE CONSIDERED.

Chrissy Cowell
[redacted]
Old Lyme, CT 06371

Chrissy Cowell
blueheeler58@[redacted]

NEC DEIS Comments - RECORD #827 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Chrissy

Last Name : Cowell

Stakeholder Comments/Issues :

I am horrified and terrified that this could actually happen. If this proposed rail line rips through our charming, historically significant town, it will completely wreak havoc on the people that have worked so hard to preserve it's history and the businesses that thrive here. Not to mention the destruction and death it would cause to the fragile environment. PLEASE DO NOT MOVE FORWARD WITH THIS.
PLEASE!!!!!

NEC DEIS Comments - RECORD #3092 DETAIL

Status : [redacted]
Record Date : 2/29/2016
First Name : Alexandra
Last Name : Cox
Stakeholder Comments/Issues :

To whom this may concern,

My name is Alexandra Cox, an Alumni of the Lyme Academy of Fine Arts: University of New Haven.

It has come to my attention that there is a proposal to build a railroad through the college campus, and the town. I find it hard to believe that a "solution" so devastating to our history as a small art community, is actually being considered.

I choose the Lyme Academy because I knew I would learn traditional techniques there that would not be found at any other college. It is a unique experience and the home of many artists who would be displaced if it were to be turned into a railroad.

I do not agree with the idea to destroy any college or historic building. There is no government matter important enough to take away such a wonderful place. Seizing homes or buildings that matter to citizens is a totalitarian action. It is ridiculous. This can not be justified. Do we really need to invade more forests, more towns to have a high-speed railway? The answer is no.

Please do not go through with this course of action. I beg you to not interfere with LACFA, or the town around it. You will be stealing a beloved center for beauty and knowledge. It is the heart of the town.

I hope you will consider a solution that does not bring heartache to the people of this nation.

Thank you for your time,
Alexandra Alyse Cox:
Class of 2015

NEC DEIS Comments - RECORD #879 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Mary Anne

Last Name : Cox

Stakeholder Comments/Issues :

I am opposed to the Tier 1 Draft EIS presented for the Northeast Corridor because of the potential for extensive negative effects on the historic Old Lyme neighborhoods, its institutions and its economy as a whole.

NEC DEIS Comments - RECORD #342 DETAIL

Status : [redacted]
Record Date : 1/27/2016
First Name : Magda
Last Name : Coyle
Stakeholder Comments/Issues :

I am strongly opposed to Alternative #3 for the high speed Amtrak rail line proposed extension. I am a resident of Garden City and firmly believe this would have a devastating effect on my town and my home. I believe the notice for the hearing was also deficient.

NEC DEIS Comments - RECORD #2026 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Susan
Last Name : Coyne
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven." Please implement an alternative plan.

Thank you,
Susan Coyne

NEC DEIS Comments - RECORD #699 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Andrew
Last Name : Crabb
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

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This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

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Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,
Andrew Crabb

NEC DEIS Comments - RECORD #602 DETAIL

Status : [redacted]

Record Date : 2/8/2016

First Name : Lorilee

Last Name : Crafa

Stakeholder Comments/Issues :

Alternative 3 would decimate my community. It would split our school district and community lines. My property values would plummet. It is your obligation to properly inform us of how you intend to spend billions of tax dollars.

NEC DEIS Comments - RECORD #117 DETAIL

Status : [redacted]
Record Date : 1/7/2016
First Name : K
Last Name : Crail
Stakeholder Comments/Issues :

As a resident of Floral Park, a homeowner, business owner and member of the local Chamber of Commerce, I would like to vote "No Action", on the proposed plans.

Likewise I would appreciate that my tax dollars not be used for studies of new tunnels and trenches and tracks through Long Island.

Land is readily available in New Jersey and would serve the transportation industry better. Newark airport could be served by a high speed rail.

Thank you.

Best regards,

Kimberly Crail, MBA, CPA
[redacted]
KCrail@[redacted]
www.LongIslandHomeSolutions.com

Lic. Real Estate Salesperson
Certified Buyer Representative
Keller Williams Realty
400 Garden City Plaza, Suite 438
Garden City, NY 11530
516-873-7100 office

Download my FREE KW Mobile App Here! http://app.kw.com/KW2HTN6LS

Sent from my iPhone

NEC DEIS Comments - RECORD #2016 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Donna

Last Name : Cramond

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Future Proposal because it will destroy the campus of Lyme Academy College of Fine Arts of University of New Haven.

NEC DEIS Comments - RECORD #564 DETAIL

Status : [redacted]
Record Date : 2/5/2016
First Name : Lyle D.
Last Name : Wray
Stakeholder Comments/Issues :

Good Afternoon,

Attached please find comments from the Capitol Region Council of Governments regarding the NEC FUTURE Tier 1 Draft Environmental Impact Statement. We will also be transmitting this letter via postal mail. We ask for your consideration of these comments as you proceed with developing the Final Tier 1 Environmental Impact Statement for the NEC FUTURE project, and we appreciate the opportunity to submit our comments on this important effort.

Sincerely,
Cara Radzins

Cara S. Radzins, AICP
Principal Transit Planner
[Main Logo_Signature]
241 Main Street | Hartford, CT 06106
Phone: (860) 522-2217 x233
Fax: (860) 724-1274
www.crcog.org<http://www.crcog.org/>

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit http://www.mimecast.com

Attachments : NEC Future Tier 1 DEIS Comments_FINAL.pdf (7 mb)

CRCOG CAPITOL REGION COUNCIL OF GOVERNMENTS
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February 4, 2016

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: Comments on the NEC FUTURE Tier 1 Draft Environmental Impact Statement

To Whom It May Concern:

The Capitol Region Council of Governments (CRCOG) has reviewed the Tier 1 Draft Environmental Impact Statement (EIS) for the NEC FUTURE project and would like to offer comments on this document. CRCOG has been an active participant in reviewing previous deliverables for this effort, and our letters dated October 16, 2012, April 30, 2014, and February 25, 2015 have been attached to this letter to demonstrate our consistent comments and concerns relating to the NEC FUTURE project.

Understanding that the Tier 1 Draft EIS does not address comments CRCOG repeatedly submitted, we strongly urge the Federal Railroad Administration (FRA) to initiate a phased Tier 2 EIS process with the first phase focusing on enabling all projects identified in the No Action Alternative PLUS the existing inland route running between New Haven – Hartford – Springfield to Worcester and Boston (connecting corridor). Planning and investments in NEC FUTURE should be complementary to current efforts within our region, not competitive. Advancing a phased Tier 2 process that includes the Hartford Rail Line will ensure that the existing corridors have the capacity to serve projected growth in the short term and enable the development and potential ultimate construction of new capacity along new alignments in a longer term time frame. Initiating Phase 1 of a Tier 2 EIS would address state-of-good repair needs and provide input on the maximum capacity, speed, and frequency on the existing Hartford Rail Line, providing valuable 'value-engineering' input to all stakeholders as we consider and move into Phase 2 of the Tier 2 EIS.

Regarding the Tier 1 Draft EIS, CRCOG urges you to consider the following points:

- **Lack of Consideration for Hartford/Springfield Region:** As previously stated in our other correspondence, a priority for CRCOG is connecting with Springfield. We are disappointed that the Tier 1 Draft EIS does not include the existing Inland Route alignment (Hartford / Springfield / Worcester / Boston). The Hartford/Springfield Metropolitan Area has a population of 1.8 million people. CRCOG encourages the FRA to reconsider this route as an alternative for the Northeast Corridor so that the Hartford/Springfield Metropolitan Area can be connected more seamlessly to Boston and its 5 million residents. Current improvements to the Hartford Rail Line between New Haven and Springfield are scheduled for completion in 2018. These improvements will increase annual ridership from 350,000 to 700,000. By

omitting the existing inland route from consideration, the NEC FUTURE project fails to leverage this impressive improvement program in a way that would further enhance the regional rail system while offering system redundancy for users of the existing NEC mainline.

- **Lack of Consistency with Existing Regional Plans:** CRCOG is proud of its on-going efforts to support meaningful, forward-thinking regional planning efforts. The Tier 1 Draft EIS does not acknowledge the "Sustainable Knowledge Corridor" or federally funded planning efforts such as "One Region, One Future"[1] and "Making It Happen – Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor."[2]

- **Need to Coordinate Rail with Other Modes and Leverage On-Going Planning Efforts:** The Tier 1 Draft EIS identifies the importance of rail interfacing and connecting with other modes of travel. The state of Connecticut and the Federal Transit Administration (FTA) have invested significant funding into CT***fastrak***, the state's first bust rapid transit (BRT) system. The Connecticut Department of Transportation (CTDOT) is in the process of extending CT***fastrak*** east of the Connecticut River, connecting to important markets including the University of Connecticut. The Tier 1 Draft EIS does not acknowledge this critical investment in our transit system and does not support rail interfacing with existing modes of transportation.

  In addition to CT***fastrak***, other on-going transit planning efforts in the Capitol Region include:
  - There are significant Transit-Oriented (TOD) planning efforts and investments ongoing along the Hartford Line rail corridor. Municipalities are interested in leveraging these efforts and NEC FUTURE offers that opportunity.
  - Planning is underway for a once in a generation reconstruction of the Hartford Rail Viaduct. CRCOG continues to strongly encourage FRA to consider the positive impacts that the Hartford Rail Viaduct project could have on any future NEC alignment through Hartford.

  It should also be noted that a connection to Bradley International Airport (BDL, Gateway to New England) is critical. Service at the airport is expanding, as evidenced by new nonstop service to Ireland and Los Angeles being announced within the last six months. This airport also serves as an important relief airport for both the Boston and New York City areas.

- **Service Redundancy and Resiliency:** The existing rail infrastructure in the Northeast Corridor can very easily be interrupted due to weather events or other service disruptions. This demonstrates the need to emphasize a long-term strategy that not only allows for improved services but also focuses on network and service redundancy. An inland route from Hartford to Springfield would allow for alternative routing during catastrophic events or facilitate construction-related re-routing of trains when needed for coastal rail infrastructure projects.

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[1] http://www.sustainableknowledgecorridor.org/site/sites/default/files/CRCOG%20Action%20Plan%20Final_101514_compressed%20%281%29.pdf

[2] http://www.crcog.org/publications/CommDevDocs/Sustainable%20Communities/Sustainable%20Knowledge%20Corridor/CTKC_Final_Plan_130917.pdf

- **Consideration for Freight Service:** CRCOG encourages FRA to consider freight rail movement of goods through the NEC. It will be critical to understand the potential impacts to the freight network and focus on the need to strengthen Connecticut's rail freight network.

- **Title VI and Environmental Justice Concerns:** A HUD-funded 2013 Fair Housing and Equity Assessment found that the Hartford and Springfield regions are among the most racially and income segregated in the nation. Therefore, failure to include an alternative or variant that evaluates service improvements to these markets raises significant equity, environmental justice, and Title VI concerns. CRCOG is concerned by the fact that Alternatives 2 and 3 would impact a significant number of Environmental Justice (EJ) populations within Hartford County, which comprises the majority of the Capitol Region. Under Alterative 2, 100,359 minority residents and 32,685 low-income residents would be impacted. This equates to 65% of all impacted Census tracts within Hartford County. Depending on the route for Alternative 3, these impacts increase to a range of 115,466-120,689 minority residents and 38,462-40,781 low-income residents. This equates to 63%-73% of all impacted Census tracts within Hartford County. It appears, therefore, that these alternatives have the potential to disproportionately impact EJ and Title VI populations within the Capitol Region.

Aside from our support of reinstating the existing Inland Route between New Haven, Hartford, and Springfield as part of the NEC FUTURE project under the No Action Alternative, CRCOG is unable to endorse a preferred alternative at this time. In order to make such an endorsement, we would need additional information regarding cost, economic impact analysis, construction feasibility, and potential impacts to historic resources, freight movements, land use, and other resources within our Region. We ask for your consideration of these comments as you proceed with developing the Final Tier 1 Environmental Impact Statement for the NEC FUTURE project, and we appreciate the opportunity to submit our comments on this important effort.

If you have any questions, or if we can assist in any way to further explain our position or support you in your on-going discussions regarding this important project, do not hesitate to contact me.

Sincerely,

Lyle D. Wray
Executive Director

cc: Hon. Richard Blumenthal, United States Senator
Hon. Chris Murphy, United States Senator
Hon. John Larson, United State Congressman – Connecticut 1st District
Hon. Joe Courtney, United State Congressman – Connecticut 2nd District
Hon. Elizabeth Esty, United State Congresswoman – Connecticut 5th District
Mr. Chip Beckett, Chair – CRCOG Policy Board
Mr. Jon Colman, Chair – CRCOG Transportation Committee

Attachment A: CRCOG Letter to Rebecca Reyes-Alicea, Re: NEC Future Comments, October 16, 2012
Attachment B: CRCOG Letter to Rebecca Reyes-Alicea, Re: NEC Future Preliminary Environmental Impact Analysis, April 30, 2014
Attachment C: CRCOG Letter to Rebecca Reyes-Alicea, Re: NEC Future Comments, February 25, 2015

Capitol Region Council of Governments

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Mary Glassman, Chairman
Lyle D. Wray, Executive Director

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Windsor
Windsor Locks

October 16, 2012

Rebecca Reyes-Alicea
USDOT, Federal Railroad Administration
Office of Railroad Policy & Development
Mail Stop 20
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: NEC Future Comments

Dear Ms. Reyes-Alicea:

The Capitol Region Council of Governments (CRCOG) is writing in response to your request for comments on two Northeast Corridor (NEC) initiatives: the Service Development Plan and the Environmental Impact Statement; and we offer the following comments.

- A priority of CRCOG is completing a build out of our regional transportation network, where the New Haven – Hartford – Springfield (NHHS) rail line plays an integral role connecting the existing Northeast Corridor shoreline route with local destinations via CTFastrak, existing transit services, and pedestrian and bicycle routes. The provision of seamless (fares, schedules, etc.) connections between portals, particularly in Hartford, is key to establishing a successful system, strengthening the Northeast "Mega" Region.
- CRCOG supports efforts to strengthen and revitalize Hartford as the Capitol Region's central city and enhance Hartford's Union Station as the major multi-modal transportation center in the State. Consideration for frequent passenger rail service to Hartford is encouraged.
- Although Bradley International Airport may not be considered a "Core Airport" as identified in the NEC scoping package, the NHHS Rail line links to Bradley International Airport, offering expanded opportunities for air travelers. This critical gateway to New England should not be overlooked.
- Within the Capitol Region, trucks carry more than 95% of the freight moving in, out and through the region. Recognizing our heavy dependence on truck freight, CRCOG will be working with other MPO²s to explore options to reduce this reliance. Existing freight rail operations should not be negatively impacted and future opportunities to enhance existing freight operations should be coordinated with any future NEC Future plans.

- Communities along the NHHS rail corridor have begun to leverage passenger rail investments – hoping to spur new economic development around station areas. NEC Future planning needs to complement existing efforts as it relates to transit-oriented development.
- The NEC Future Plan should ensure there are no adverse air quality impacts or competing commitments to equipment and resources.

Prior to investments in any NEC Future Plan, implementing the NHHS Rail corridor vision, particularly the larger components that have funding uncertainties: Hartford Viaduct (a three-bridge viaduct through the center of Hartford) and the Connecticut River Bridge (between Windsor Locks and East Windsor), is a priority of CRCOG. These major NHHS Rail line infrastructure needs should be viewed as complementary to the NEC Future Plan, not competitive. CRCOG also supports the construction of an inland route between Springfield and Boston, seamlessly connecting with the NHHS Rail line.

As alternatives for the NEC are evaluated, we would like your consideration of three potential rail alignments accessing Hartford:

1) In the vicinity of Interstate 95 from NY/CT state line to New Haven and then traveling northbound to Hartford in the vicinity of Interstate 91,
2) Along a new alignment within Long Island, through a tunnel under Long Island Sound connecting to New Haven and traveling north in the vicinity of Interstate 91 to Hartford, and
3) In the vicinity of Interstate 84 between the NY/CT state line and Hartford.

We support transportation initiatives that assist us in creating a more sustainable system, improving mobility and providing choices. Thank you for the opportunity to provide comments.

Sincerely,

Lyle D. Wray
Executive Director

Enclosures

c: Senator Blumenthal
Congressman Larson
Mary Glassman, Chair – CRCOG Policy Board
Jonathan Colman, Chair – CRCOG Transportation Committee
Jennifer Carrier, CRCOG Director of Transportation

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April 30, 2014

Rebecca Reyes-Alicea
USDOT
Federal Railroad Administration
Office of Railroad Policy & Development
Mail Stop 20
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: NEC Future Preliminary Environmental Impact Analysis

Dear Ms. Reyes-Alicia:

The Capitol Region Council of Governments (CRCOG) and the Pioneer Valley Planning Commission (PVPC) had the opportunity to review the latest work progress on the Tier 1 Environmental Impact Statement (EIS) during the recent corridor-wide agency meetings.

Based on the information presented at the meetings as well as information gained through the current ongoing local rail and transit-related planning efforts (i.e. the implementation and further planning of the New Haven – Hartford – Springfield (NHHS) rail project and the CT*fastrak* BRT project in Hartford), we would like to ensure that various aspects are being considered during the environmental assessment of the NEC Future project.

Our two planning organizations cover an area with a combined population of 1.8 million and a significant amount of specialized manufacturing and service employment. This bi-state region generates a significant economic contribution to the New England area and requires access to both the New York City and Boston metropolitan areas via a reliable, fast and high frequency long distance passenger service to remain competitive amongst other national and global competitors.

Three regional planning agencies - Capitol Region Council of Governments, Pioneer Valley Planning Commission and Central Connecticut Regional Planning Agency - representing some 80 communities, partnered to initiate the Knowledge Corridor Consortium. One of the main focuses of this initiative is to facilitate transit oriented development at stations along the NHHS and the Vermonter AMTRAK corridors and to foster development patterns that both increase ridership potential and draw benefits for further development from the current and planned investment in rail improvements within this region.

Changing travel behavior of our population in combination with an aging infrastructure, the NEC corridor will need to be addressed with a concept that incorporates a sustainable strategy and provides redundancy to the current system. This new rail system will also have to give additional access to new travel markets, thereby providing new ridership potentials. Our specific concerns and recommendations can be summarized as follows and are also shown in Attachment A.

- **Consideration of the Hartford – Springfield Metropolitan Area Travel Potential and Connectivity**

  As a region we believe that access to a high speed long distance passenger rail system is crucial to the economic development of our area. The Inland Route revitalization is in an integral part of the multi-state New England Rail Plan which all six New England states collaborated on and agreed to several years ago.

  Such a system would close the gap between the current and planned rail services through Hartford and Springfield and the existing passenger air travel via Bradley International Airport. A NEC Future alignment passing through our regions would allow our population and employment centers to gain an unparalleled connectivity to the New York City and Boston metropolitan areas and their international airports.

  In addition such a rail connection would also allow Bradley Airport to function as an alternative to these airports for New York, Massachusetts and Connecticut residents that do not have currently a convenient, non-highway access to Bradley airport. The planned bus shuttle connection between the Windsor Locks rail station and the airport is included in CTDOT's NHHS project plan and is the most feasible and cost effective option for providing an Air-Rail link at Bradley Airport and the service facilities located between the station and the airport. This multi-modal link that will be serving parking and rental car facilities in addition to providing rail passengers a cost-efficient yet convenient access form the rail station to the airport and therefore leverage access to the service facilities around the airport similar to the situation at other large national airports.

  Our neighbors in New York State are currently also working on a Tier I EIS for the New York City – Albany - Niagara Falls high-speed passenger rail project within the Empire Corridor. This project extends over 463 miles and is as long as the NEC Future Corridor and when looking at this project from a network context it would establish a HSR triangle in combination with a NEC Future alignment passing through our regions. Hartford/Springfield, New York City and Albany would be the corner points of this HSR triangle. Based on the ongoing and planned investment into the Springfield – Boston corridor, the New Haven – Hartford – Springfield corridor and the Springfield – Greenfield corridor, a NEC Future alignment via Hartford / Springfield would underline the potentials arising from such a network configuration. It would also be a major pre-requisite to closing the passenger rail gap that exists between Albany and the Hartford / Springfield region.

  An alignment passing through our regions will also enable future service operators to tap into a new market, as compared to a coastal alignment where incremental increases in modal split would be rather limited due to the already high share of rail-based trips and a significant amount of existing long distance and regional rail services. An inland alignment would create additional travel potential with a higher

revenue expectation and a significant opportunity to reduce long distance highway travel.

- **Regional Interconnectivity and Rail and Transit System Context**

  Currently our region is in the process of developing two major transit and rail infrastructure projects, CT*fastrak* and the NHHS corridor. These projects will provide excellent local and regional access to the Hartford and Springfield Union stations. In addition, the Massachusetts DOT is working to implement the Boston - Worcester – Springfield rail corridor which will add another regional rail connection to our area. With these three regional projects on the way, we think it would be imperative to ensure that this regional connectivity is expanded to include access to high speed intercity rail.

  Our current and future system of rail and transit lines would act as a feeder system to the new high speed rail connection. We, therefore, want to emphasize that this investment in regional public transport systems would unquestionably benefit the high speed rail services from a revenue and ridership perspective. Both stations in Hartford and Springfield would act as intermodal hubs and allow for easy access to a future high speed rail service.

  Based on the initiatives related to TOD planning and TOD potential along the Knowledge Corridor rail lines and CT*fastrak*, our regions are expecting to leverage passenger rail improvements for such development and for jobs creation strategies. This strategy not only includes projects that are currently in some stage of implementation but it would also heavily rely on the additional significant increase of connectivity that would be realized with the Boston-Springfield- Harford-New York City rail connection that would be afforded via an Inland Route.

  An alignment through our region would also improve connectivity in Springfield to the existing rail services to Chicago via Albany and the Vermonter AMTRAK service north of Springfield and provide an extended travel market and greater access for the population in the knowledge corridor.

- **Network and Service Redundancy and Resiliency**

  As seen during recent catastrophic weather events or other service disruptions on the shoreline corridor, the operation of the existing rail infrastructure in the Northeast corridor can very easily be interrupted not only short-term but also over a longer period of time. This trend, in combination with the aging infrastructure and the increasing need for repair and re-investment into the shoreline rail infrastructure, shows the need to emphasize a long-term strategy that not only allows for improved services but also focuses on network and service redundancy. A new inland route would allow for alternative routing in such catastrophic events or facilitate

construction related re-routing of trains when needed for coastal rail infrastructure replacement projects.

Another aspect to consider is the fact that NEC Future will increase the number of trains crossing the Hudson from currently 23 to at least 43 per hour or even more, with double the amount of long distance trains if an expansion is implemented to all markets. If this significant increase in train movements will be funneled through the existing alignment of the NEC, it is to be expected that smaller operational incidents will have a significantly higher impact than in a case where these train movements are distributed over two separate routes with a better service quality and on-time performance.

Our regions are currently dependent on the existing CSX east-west freight rail line through Springfield as the major access to the Class I rail freight network. A NEC Future alignment through our regions would facilitate an interaction of the new alignment with the existing freight rail line in Springfield, and again provide the potential of network redundancy and interconnectivity from a freight rail perspective. We would like to encourage such improvements to distribute the risk of rail freight service interruptions and to improve access of our region to rail-based freight transportation.

- **Consideration of our Region within the Preliminary EIS Evaluation Process**

  Based on the explanations provided during the corridor-wide agency meetings, we were able to better understand the EIS process. However, we have some questions and we would also like to ensure that the following items are being addressed within the Tier 1 EIS process.

  - Will the affected regions be able to provide guidance regarding the evaluation criteria? How can we assist to ensure that our regions' interests are considered in the process?
  - The agency meeting presentation pointed out that local planning models will be used in the evaluation of impacts. We have not been approached in this matter and would like to understand the immediate and future needs, what type of input our agencies will be asked to provide, and how we can assist in the modelling process.
  - Will our planning agencies be able to provide guidance regarding the station access assumptions and how access to an inland route station will be considered and evaluated within the EIS process?
  - How will the additional market potential on a new alignment be reflected in the demand modeling process? We would like to understand how the study team will ensure that the household travel survey will recognize the differences in user behavior between the existing travel markets along the NEC and markets that would get access with a new alignment. Please

describe the process how the user survey will derive these differences in user reaction to the new transportation services.

- Will the household survey consider equal statistical representation of our regions 1.8 million population as compared to other urban areas along potential alignments? Please describe how region-specific population and employment characteristics will be considered in the survey process.
- During the evaluation process, will positive impacts on existing and future regional and local transit services be evaluated? How will the public transit network context be included in the analysis?
- How will induced demand and modal impacts be considered, and is there a context sensitive approach that differentiates between markets that currently have HSR service and markets that don't have currently such access?
- Will the demand model recognize changes to trip generation and trip distribution in corridors that are currently not being served by HSR?
- How will the economic impacts be considered due to improved connectivity in areas that are currently not being served by HSR services? Please describe the process of how benefits to land use and overall economic activity will be included.
- How will freight rail be considered from a cost-benefit analysis perspective and within the operational simulation? For future horizons is a growth in freight train movements just considered by assuming longer and heavier trains without an increase in train frequency? Will alternatives with a new alignment also include assumptions of new freight train routes? How will such additional service potential be reflected in the cost-benefit analysis?
- How are results from the operations analysis regarding impacts on service quality and on-time performance considered in the cost-benefit analysis? Will incremental improvements be considered in mode split calculations (value of reliability)?
- In case of an inland route evaluation, how will investment needs on the existing NEC corridor east of New York to achieve a state of good repair be treated in the evaluation process? Will that effort be considered alternative-neutral and therefore only the incremental investment for new tracks or alignments be considered?
- Will benefits for different alternatives be broken out by state or region for each alternative, or will alternatives only be compared on a full corridor basis? Since Connecticut will be the state where the different alignments vary geographically quite significantly between the alternatives and this aspect affects both of our planning regions, we would like to ensure that any evaluation considers impacts not only on a total corridor basis but also on a state or even county and planning organization area basis. Even though this project is of national significance, we believe that as a region we need to ensure that local impacts are evaluated and compared for the various alternatives.

Both our planning organizations believe that the proposed improvements with the NEC Future concept will be highly beneficial to our regions and all of New England. The

improved high speed rail access will provide the Hartford – Springfield area with an unparalleled access to a world class ground transportation system. In our opinion, an inland alignment also yields a very high potential from a revenue and ridership perspective as compared to other corridors. Our regions are currently implementing a significant improvement to our transit and rail system that will provide an excellent local framework to ensure system connectivity.

We trust that our concerns and questions stated above from a perspective of a bi-state regional planning organization area can be addressed in the environmental impact statement process.

Please let us know if we can assist in any way to further explain our position or support you in your ongoing evaluation process.

Sincerely,

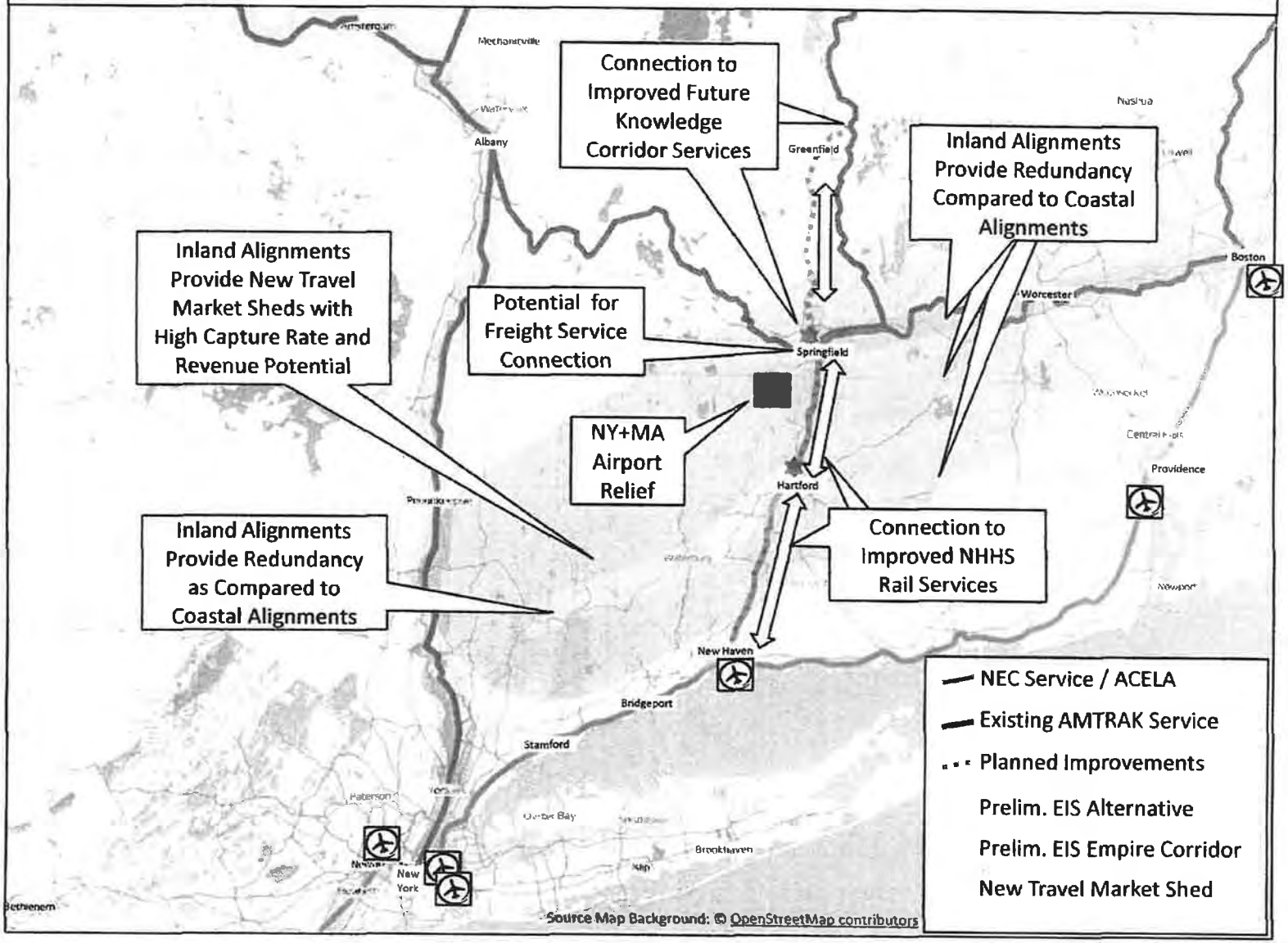
Lyle D. Wray
Executive Director
Capitol Region Council of Governments

Tim Brennan
Executive Director
Pioneer Valley Planning Commission

cc: Mr. Jon Colman, CRCOG Transportation Committee Chair

Attachment A: NEC FUTURE: Potentials of an Inland Route Alignment

Attachment A
NEC FUTURE - Potentials of an Inland Route Alignment



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February 25, 2015

Rebecca Reyes-Alicea
USDOT, Federal Railroad Administration
Office of Railroad Policy & Development
Mail Stop 20
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: NEC Future Comments

Dear Ms. Reyes-Alicea:

The Capitol Region Council of Governments has reviewed the *Preliminary Alternatives Evaluation Report* for NEC FUTURE project and would like to offer comments regarding the ongoing NEC FUTURE Tier 1 Environmental Impact Study (EIS). We are working in close coordination with the Pioneer Valley Planning Commission (PVPC) in Springfield, MA, since such an investment would have large-scale impacts on the economy, environment, and population of our combined region. CRCOG urges you to consider the following points:

- ***New Passenger Rail Markets:*** CRCOG and PVPC recognize that commerce and commuting do not stop at regional or state boundaries, and have been coordinating our planning efforts accordingly. NEC FUTURE should recognize this reality as well by serving both Hartford and Springfield. Hartford is one part of the larger "Knowledge Corridor" that stretches from New Haven, CT to Springfield, MA and is home to nearly 2.7 million people, 64,000 businesses, 41 institutes of higher learning, and 1.3 million workers. FRA's ridership estimates show that an alignment through Hartford will generate significantly higher ridership than other alignments, and an alignment that includes Springfield will provide greater connectivity throughout the NEC. By serving both of these cities, the NEC FUTURE will help to strengthen the links that exist within the "Knowledge Corridor".
- ***Local and Regional Transit Improvements:*** Over $1 billion of investments are going into the Hartford-Springfield region's rail and transit systems, which will support ridership on the NEC and dramatically improve non-highway long distance passenger travel. A new high-speed passenger rail alignment that includes the Hartford – Springfield Metropolitan area would complement these investments, providing greatly improved mobility throughout the region, especially among environmental justice communities in Hartford, New Britain, East Hartford, and Springfield. Ongoing and planned investments include:
    - CT*fastrak*, a bus rapid transit system between New Britain and Hartford (with service starting in March, 2015)
    - Upgrades to the New Haven–Hartford–Springfield Rail Corridor with a proposed shuttle connection between the Windsor, CT rail station and Bradley International Airport
    - New Amtrak service between Springfield and Greenfield, which began in 2014

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- Development of CT*fastrak* East, a bus rapid transit corridor (BRT) connecting Hartford to its eastern suburbs
- Bus Rapid Transit corridor along State Street in Springfield
- Proposed regional passenger rail corridor between Springfield, Worcester, and Boston

- ***Once in a Generation Reconfiguration of Rail Access in Hartford:*** The Connecticut Department of Transportation is in the planning stages of a project to reconstruct the Hartford Viaduct. This project will not only replace an aging piece of Interstate 84, but will also provide a once in a generation opportunity to change the way rail traffic enters and crosses this city. CRCOG strongly encourages FRA to consider the positive impacts that the Hartford Viaduct project could have on any future NEC alignment through Hartford. Funding for this project is still uncertain, but its potential to improve both rail and highway access in Hartford makes it an essential investment.

- ***Regional Rail Service as Feeder System:*** The success of any future high-speed rail service will be enhanced by the presence of a robust regional rail system. The evaluation of alternatives must, therefore, take into consideration the current and future investment needs of that system. Immediate rail improvements include upgrades to the New Haven-Hartford-Springfield rail service that are in-progress (but not fully funded) and the development of a Springfield-Worcester-Boston passenger rail connection (currently being evaluated within the Northern New England Intercity Rail Initiative). These investments are necessary to strengthen the regional rail system and will contribute to the eventual success of the NEC FUTURE project.

- ***Air-Rail Connectivity in Connecticut:*** An alignment through Hartford and Springfield will complement significant ongoing and planned investments in local and regional transit infrastructure (see above), significantly increasing the accessibility and the importance of Bradley International Airport. An alignment through Harford and Springfield can build upon this investment, providing increased ridership on the NEC and increasing Bradley International Airport's role as a relief airport for both the Boston and New York City areas.

- ***Freight Rail Capacity:*** CRCOG encourages FRA to consider the potential for improvements to freight rail capacity that the NEC FUTURE project can bring. The current lack of freight rail capacity in New England has hampered efforts to reduce the region's dependence on truck freight (currently, more than 95% of freight in the Capitol Region moves by truck). An improved Northeast corridor with significant increases in track capacity will provide an opportunity to develop new freight rail access for the entire New England region. The only Class I railroad freight service currently available to this region is provided via the CSX line through Springfield, but this line is limited. A second, more direct connection across the Hudson in the New York City area would reduce shipping distances and times for New England markets, while also proactively preparing the region for projected increases in freight traffic along the Atlantic coast due to the widening of the Panama Canal.

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We ask for your consideration of these comments as you proceed with the Tier 1 Environmental Impact Study for the NEC FUTURE project. By including an inland alignment through the Hartford – Springfield area, this project will present a unique opportunity to strengthen the economy of our region and that of the entire Northeast corridor.

If you have any questions, or if we can assist in any way to further explain our position or support you in your ongoing discussions regarding this important project, do not hesitate to contact me.

Sincerely,

Lyle D. Wray
Executive Director

NEC DEIS Comments - RECORD #2872 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Leigh

Last Name : Cremin

Stakeholder Comments/Issues :

Doesn't seem prudent to the past, present or future residents to put a railroad through the town's historic district.

NEC DEIS Comments - RECORD #1417 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Sarah

Last Name : Crisp

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the Tier 1 Draft EIS. The proposal will mean that the tracks will cut straight through the middle of our small town. Whilst the number of people impacted may be less than for other alternatives, the actual impact on our town will be devastating. The proposed tracks will cut straight through the middle of the historic district an area of prime historic interest and the location of our children's schools.

NEC DEIS Comments - RECORD #1203 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Donald

Last Name : Critchett

Stakeholder Comments/Issues :

Extremely deceptive methodology re: the Old Lyme, CT planning process. Is it surprising the working class no longer trusts the Federal Government? Destroy a beautiful and valuable cultural area and swap in an industrial corridor. Makes good sence.....

NEC DEIS Comments - RECORD #938 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Jane
Last Name : Critchett
Stakeholder Comments/Issues :

To whom it may concern,
Knowing the cultural and geographical heritage of
Old Lyme to the State of CT we are appalled at this
Proposal for a new Railroad route through this historical
Area! Especially perplexing is how none of this information
Was made known beforehand to the major parties
Concerned.
So very much would be lost to all of CT and surrounding States
And Countries throughout the world as well.
I have been a Docent at the Florence Griswold Museum and seen
The impact on many guests of this whole area of Old Lyme.
My husband is involved in many River and waterway projects
and we know how unique this area of CT is and how many efforts
Have been made to preserve what we have here. Our State
Government as you very well know has been instrumental in this as well.
I , we, implore you to look at this area with the eyes of the residents,
And those looking to preserve what is Special to our state.
Thank you.
Sincerely, Jane Critchett
And Donald Critchett

--
Blessed is the man who remains steadfast under trial, for when he has stood the test
he will receive the crown of life. James 1:12

Count it all joy, my brothers, when you encounter trials of various kinds, knowing that the testing of your faith produces steadfastness. James 1:2-3

NEC DEIS Comments - RECORD #1092 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Jane
Last Name : Critchett
Stakeholder Comments/Issues :

Many of the visitors to the Florence Griswold Museum tell me how unique this place and this area is in CT and in the world.
As I docent I hear from visitors to our area from many areas and countries. The landscape which attracted past artists is still attracting others. This home of American Impressionism continues to attract artists and non-artists alike to the landscape, and historical
Significance of this place.
I believe those involved need to look more closely not
Just at a map but the consequences of Tier 1 to this and future generations. Thank you

NEC DEIS Comments - RECORD #2729 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Andrea

Last Name : Crosnier

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1835 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Enrique
Last Name : Cruz
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1885 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Kristen
Last Name : Cruz
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2994 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Marco

Last Name : Turra

Stakeholder Comments/Issues :

Attached please find CSX's comments on the Tier 1 NEC Draft EIS?.

Thanks!

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Attachments : image2016-02-16-154426.pdf (2 mb)

Marco Turra – Director
CSX Transportation
500 Water Street, J315
Jacksonville, FL 32202
Office (904) 359-1099
Marco_Turra@csx.com

February 16th, 2016

BY EMAIL

Ms. Rebecca Reyes-Alicea
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: Comments on TIER I NEC Draft Environmental Impact Statement

Dear Ms. Reyes-Alicea:

CSX Transportation (CSXT) submits the following comments on the Tier I Draft Environmental Impact Statement (Draft EIS) released in November, 2015 by the Federal Railroad Administration (FRA) for proposed improvements to the Northeast Corridor (NEC) from Washington, D.C. to Boston, Massachusetts. CSXT is one of the nation's largest and most important freight railroads, serving twenty-three states, the District of Columbia and two Canadian provinces. CSXT operates over 21,000 route miles in the United States and Canada, connecting every major metropolitan area in the northeast United States.

CSXT supports the efforts of FRA and others to improve the NEC by upgrading aging infrastructure, and adding additional capacity. The health and improvement of the NEC is a major concern of CSXT. It is one of four freight railroads, along with eight regional rail authorities, that operates on the NEC. Indeed, some of the steps discussed in this Tier I Draft EIS mirror the many actions taken and funded by CSXT to upgrade its track and other facilities, thereby providing a modernized infrastructure to accommodate a growing population and economic growth throughout its service area. CSXT also has trackage rights for freight service operating windows. Any preferred alternative adopted by FRA must protect these rights.

In an attachment to this letter, CSXT has provided detailed comments on the Draft EIS. What we believe is most important, however, is for FRA to

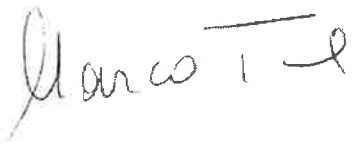
recognize in the Final EIS that the future of the NEC is as critical for freight rail as it is for passenger service. Accordingly, CSXT believes it is critical for FRA to adopt the following guiding principles in its evaluation of the Draft EIS proposed alternatives:

* Any preferred alternative must have the ability to preserve current freight service levels and access to freight rail customers throughout the entire existing or proposed NEC
* Any preferred alternative must provide sufficient capacity to not preclude future expansion of freight service in the current or proposed NEC
* Any preferred alternative should provide opportunities for synergy in rail infrastructure investments that would benefit both passenger and freight rail service.
* Any preferred alternative should not contemplate the use of any of CSXT's property.

On December 12, 2015, the Wall Street Journal reported: "United Nations population experts predict that almost all of the world's population increase during the next three decades will take place in urban centers – a million more people living in New York...." (WSJ, p. A-10, Dec. 12, 2015). To maintain continued economic progress, residents in this and other urban areas will not only need passenger transportation, but they must also have an efficient and environmentally sustainable means of obtaining the goods and services they will require. In the future, freight rail serving urban areas will be even more vital than it is today, and continued access to the NEC to transport those goods and services is a concept that the Draft EIS should embrace unambiguously.

CSXT appreciates the opportunity to provide these comments, and looks forward to its continued involvement as an important stakeholder in both the NEPA review process and the overall plan for NEC improvements. CSXT is also pleased to serve as a Consulting Party for the National Historic Preservation Act Section 106 process, and to participate as a non-voting representation on the Northeast Corridor Infrastructure and Operations Advisory Commission.

Sincerely,



ATTACHMENT

CSXT DETAILED COMMENTS- TIER I DRAFT EIS – NEC IMPROVEMENTS

CSXT respectfully provides the following detailed comments with regard to the FRA's Tier I Draft EIS on proposed improvements to the NEC

Executive Summary:

In summarizing Travel Market Effects at S-15, the Draft EIS asserts that all three action alternatives would ease chokepoints in the corridor, and that their impacts do not differ measurably with regard to freight-related outcomes. At this time, CSXT concludes there is insufficient information in the Draft EIS or elsewhere to make any determination on what the real impacts on freight will be from any of the alternatives considered. For example, new tracks are contemplated in several locations along the NEC (on the Hell Gate Line in Bronx, NY or in Delaware County. The construction of additional tracks may affect current freight access and operation and therefore, coordination may be necessary to make sure that the new infrastructure provides capacity relief to the NEC without unintended consequences to freight traffic.

We recommend that FRA revise the text in the Final EIS to demonstrate that any Action Alternative selected to ease select chokepoints also would demonstrably offer benefits to freight rail, and that selection of any Preferred Alternative would not diminish freight-related outcomes relative to an alternative not selected.

Chapter 1 -- Introduction:

In the Introductory first chapter, the Draft EIS sets forth at page 1-6 the NEC Commission's nine goals for the corridor. CSXT supports these goals and believes that they also apply to freight rail service on the NEC.

We recommend that FRA revise the text in the Final EIS to include a statement that many of the nine goals of the Commission have equal application to freight rail service on the Corridor.

Chapter 3 - Purpose and Need

In Chapter 3, the Draft EIS at page 3-3 states that the purpose of the NEC FUTURE "is to upgrade aging infrastructure and to improve the reliability,

capacity, connectivity, performance, and resiliency of future passenger rail service on the NEC for both intercity and Regional trips, which promoting environmental sustainability and continued economic growth." There is no reference to freight service on the NEC in the statement of purpose and need.

Particularly when discussing transportation needs in the Northeast, it must be recognized that freight railroads help reduce the huge economic costs of highway congestion. According to the Texas Transportation Institute's 2015 Urban Mobility Scorecard, highway congestion cost Americans $160 billion in wasted time (6.9 billion hours) and wasted fuel (3.1 billion gallons) in 2014. Lost productivity, cargo delays, and other costs add tens of billions of dollars to this tab. A single freight train, though, can replace several hundred trucks, freeing up space on the highway for other motorists. Shifting freight from trucks to rail also reduces highway wear and tear and the pressure to build costly new highways.

Many states are responding to increased pressure on their interstate and state highway systems by looking to rail system improvements. Freight rail is cost competitive for some kinds of intercity freight movements and handles more intercity ton-mileage than truck. It may be less expensive to boost capacity by improving the rail system than by adding or widening highways. Better rail service would attract and offset truck traffic, "creating" additional highway capacity for automobiles. For example, the Mid-Atlantic Rail Operations Study, a joint effort of five states (New Jersey, Pennsylvania, Maryland, Delaware, and Virginia), the I-95 Corridor Coalition, and three railroads (NS, CSXT, and Amtrak), identified rail infrastructure choke points and opportunities for improvements paralleling I-95, I-81, and other highway corridors.

Freight service on the NEC corridor is typically relegated to limited time operating windows usually at night or outside peak rush hours. Freight service needs to have availability of operating windows during daytime hours to meet the growing service needs and reliability of freight shippers. As more consumer goods are being moved via rail, time sensitivity will become critical for businesses in trying to create effective supply chains. Unless freight railroads are allowed to service these needs, less efficient supply chains will be created negatively impacting highway congestion. A single freight train can replace several hundred trucks, freeing up space on the highway for other motorists. Unless freight service is adequately considered as passenger rail service is

improved, it *will* make the running of freight trains through the NEC corridor increasingly difficult.

We recommend that FRA amend the stated purpose and need for this project to include the express recognition that continued economic growth in the corridor is, at least in part, dependent upon allowing for existing and future growth in freight rail service on the NEC.

We further recommend that Chapter 6 of the Final EIS, addressing economic matters, include a discussion of how continued freight service on the NEC is essential to the region's economic well being.

In Section 3.4.1 – Aging Infrastructure, the Draft EIS at page 3-5 notes that portions of the NEC network were constructed as long ago as the 1830s. CSXT endorses the recognition that this critical infrastructure is long overdue for improvement or replacement and will benefit both passenger and freight rail.

We recommend that the FRA include specific reference to those critical infrastructure improvements along the NEC that will facilitate freight rail operations.

Chapter 5 – Transportation

Section 5.2.7 in the Draft EIS contains a summary of findings regarding freight service in the affected region. It recognizes that "the rail network is essential to the goods movement system in the Northeast..." and notes the operating challenges that the various users of the NEC experience. As such the Draft EIS should consider the ability for freight railroads to add new customers and service. CSXT is highly confident that demand for freight service will grow significantly along the NEC over near and long term forecast horizons. The Draft EIS provides a railroad freight growth estimate of 66 percent growth between 2011 and 2040 (page 5-19). According to another study, Cambridge Systematics projects that freight rail is anticipated to increase 88 percent by 2035. The Draft EIS also includes Table 5-11, depicting freight movement by metropolitan area within the NEC and a projection at page 5-18 by the Federal Highway Administration that goods movements within the NEC study area are expected to increase by 128 percent by 2040.

Despite these reputable projections for significant growth in freight rail, including in the study area for this Draft EIS, the document fails to recognize the obvious benefits of revising current NEC limits on the weight of freight cars. CSXT believes that the viability and success of future freight rail service on the NEC will be determined by the capability of the corridor infrastructure to support the predicted increased freight customer demands. For most of the NEC, only rail cars weighing less than 263,00 lb. gross weight on rail (263k GWR) are allowed. This load capacity limitation has existed for more than half a century. The Association of American Railroads (AAR) initiated the Heavy Axle Load (HAL) Research Program in 1988 in order to "provide guidance to the North American railroad industry about whether to increase axle loads and to determine the most economic payload consistent with safety." In 1991, the freight railroad industry decided to accept cars with 286k GWR in interchange service. The use of 286k GWR allows more freight to be moved in each car, thereby reducing the carloads and car-miles needed to move a given amount of freight. Since fewer trains would be needed, this change will increase line capacity. Higher fuel costs and greater concerns with line capacity make it more important to pursue the most efficient means for transporting bulk commodities. This weight limitation standard is clearly outdated and plans to increase the weight limits on the NEC should be proactively explored. The existing rail infrastructure might be already capable of handling the increased weight for rail cars which would provide a more efficient use of the NEC infrastructure and assets.

We recommend that FRA include in the Final EIS a discussion of how a modernization of freight car weight limits could produce important efficiencies in use of the NEC.

The current agreements between CSXT and owners/operators of the NEC, such as Amtrak or multiple agencies, attempt to address both freight rail's need for growth and anticipated increases in passenger service. However, administrative complexity and high cost to request revisions in freight windows or infrastructure improvements make the requests for additional freight service difficult, expensive and time consuming. A streamlined process with committed timelines and competitive costs should be established to make sure that all rail needs are acknowledged and responded to in a timely manner.

In section 5.3.1.3, Freight and Transportation Effects, the Draft EIS states at page 5-22 that each of the "Action Alternatives would preserve the

future opportunity to create a dedicated north-south high-clearance, high density freight line which remains a long-term goal of Northeast transportation planners. While CSXT shares the long-term vision of having such a corridor, it also believes that FRA must be diligent in preserving current and reasonably foreseeable freight service levels on the NEC. In this regard, the Draft EIS's identification at page 5-22 of representative freight opportunities considered in the development of the NEC alternatives is a welcome sign and warrants greater analysis.

We recommend that FRA provide greater detail in the Final EIS as to how, with continued urban growth and limited highway capacity to transport freight, the NEC can provide critical access for goods and services to reach the largest cities in the Northeast.

Chapter 7 – Affected Environment

In Chapter 7, the Draft EIS covers the complete slate of environmental factors that FRA and the Council on Environmental Quality require be addressed in an EIS. The discussion of Air Quality in Section 7.13 reveals, among other things, that air quality fails to meet the National Ambient Air Quality Standards for one or more criteria pollutants within most counties along the NEC. Transportation is a major source of air pollutants and greenhouse gas emissions (GHGs). The Environmental Protection Agency estimates that for every ton-mile, a typical truck emits roughly 3 times more nitrogen oxides and particulates than a locomotive. Related studies suggest that trucks emit six to twelve times more pollutants per ton-mile than do railroads, depending on the pollutant measured. According to the Society of Mechanical Engineers, 2.5 million fewer tons of carbon dioxide would be emitted into the air annually if 10 percent of intercity freight now moving on highways were shifted to rail.[1]

GHG emissions are directly related to fuel consumption. In 2014, U.S. freight railroads moved a ton of freight an average of 479 miles per gallon of fuel — up from 235 miles in 1980. That is a 103 percent improvement. On average, railroads are four times more fuel efficient than trucks, according to an independent study for the Federal Railroad Administration. It means

[1] American Association of State Highway and Transportation Officials. Transportation: Invest in America, Freight-Rail Bottom Line Report. 2000.

moving freight by rail instead of truck lowers greenhouse gas emissions by approximately 75 percent.[2]

We recommend that FRA include in its discussion of air quality a summary of the benefits provided by freight rail when intercity freight shifts from truck to rail within the NEC study area.

In Section 7.18.4.2, Railroad Operational Safety, the Draft EIS presents a discussion concerning Tier II and pending Tier III safety standards that could apply on the NEC in a shared-use environment with conventional passenger, Acela Express and freight equipment. The Draft EIS at page 7.18-10 states that the use of Tier III equipment would preclude operation of freight trains on Class 9 track with speeds above 160 mph.

We recommend that FRA take steps to insure that its actions regarding Tier III operations do not compromise its commitment that the NEC will continue to be available for freight service.

[2] American Railroad Association. The Environmental Benefits of Moving Freight by Rail. August 2015.

NEC DEIS Comments - RECORD #1577 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Alexander R.

Last Name : Brash

Stakeholder Comments/Issues :

The Connecticut Audubon Society is pleased to submit the attached comments, from Alexander Brash, president of the Society, regarding the NEC Future Draft Environmental Impact Statement.

Tom Andersen
Director of Communications
[http://oi57.tinypic.com/15f65py.jpg]
314 Unquowa Road
Fairfield, Ct. 06824
914 409 6470
www.ctaudubon.org<http://www.ctaudubon.org/>
Follow us on Twitter<https://twitter.com/CTAudubon>
Like us on Facebook<https://www.facebook.com/pages/The-Connecticut-Audubon-Society/157272804378761?ref=tn_tnmn>
914 409 6470

Attachments : Connecticut Audubon Final Comments NEC rail proposal2.14.16.pdf (649 kb)

THE CONNECTICUT
Audubon
SOCIETY

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE Comments on the NEC Future Draft Environmental Impact Statement

February 12th, 2016

The Connecticut Audubon Society, the state's original and still independent Audubon organization, manages five nature centers, two museums, and 19 wildlife sanctuaries covering over 2,600 acres within the state. Among these assets are the 700-acre Bafflin Sanctuary in Pomfret, Trail Wood Museum and 168 acre Sanctuary in Hampton, and a new virtual center in Old Lyme, named after the influential ornithologist and artist Roger Tory Peterson.

Our review of the NEC Future Tier 1 Environmental Impact Statement leads us to note that the study is critically flawed in its approach to environmental impacts and, not withstanding, the NEC proposal would result in severe impacts across the state.

Within the alternatives there are a number of components of each of the proposed NEC routes that would severely impact and generally damage Connecticut's natural resources as well as several that would directly impair several of our centers and sanctuaries and the communities they serve. As the oldest, and arguably largest, conservation organization in the state, we would note that:

- All the alternatives will seriously impact the state's human and ecological health. In particular:
    - The addition of numerous new segments, especially in Alternatives 2 & 3, of a high-speed rail will further dissect the state, and dramatically increase habitat fragmentation. As discussed in our most recent ***Connecticut State of the Birds*** report (Protecting and Connecting

Large Landscapes, December 2015), fragmentation such as this creates additional forest edge and results in the long-term loss of migratory, forest-interior breeding birds such as Cerulean Warbler, Black-throated Green Warbler, Scarlet Tanager, Red-eyed Vireo and Wood Thrush. Many of these and other migratory breeding birds are already suffering long-term declines, which would only be worsened by additional forest fragmentation.

- Given the proposed speed of the trains, and presumably an increase in their numbers, there will be increased incidents of collisions between trains and wildlife as well as with people too. The more northward the final segments are, the greater the impacts on wildlife.
- Proposed elevated tracks lines in southwest Connecticut will broadcast their sonic impact over a much greater area, disturbing neighborhoods, nesting birds, and other wildlife. The impact on, and mitigation for, these impact in the stretch from Greenwich to Fairfield will be huge.
- Broader and thicker track-beds will impact the ecology around the current rail lines, and result in increased barriers for plant and animal movement across track lines, decreased drainage and stream flows across and around track beds, and convey similar but even worse impacts upon all the salt marshes flanking the current coastal route through the state.

- We also note what we believe is a flawed analysis with respect to environmental issues, especially in that the evaluation largely focuses on energy related issues (i.e. pollution, energy use, and transit-oriented development plans). This would lead one to suppose the NEC Proposal undervalued the critical elements of the historic approach to environmental reviews such as endangered and threatened species, habitat impacts, open space connectivity, and other such community ecology issues.

- With respect to specifics; in Alternative 1, the "new segment" proposed from Old Saybrook, Ct., to Kenyon, RI. threatens to essentially destroy "main street" in Old Lyme, Ct., and substantively alter the character and aesthetics of the surrounding landscape. The proposed new segment would dissect the center of this town, and in addition negatively impact thousands of acres (directly impacting hundreds, and aesthetically impacting thousands) of woods and marshes that surround and characterize this beautiful pastoral community.

    - Long regarded as the birthplace of American Impressionist painting, it is home to three leading institutions in the world of art: The Florence Griswold Museum, The Lyme Art Association, and The Lyme College

of Fine Arts. Old Lyme, is a federally declared National Historic District and the Florence Griswold House holds a prominent place on the National Register of Historic Places. The village itself has over 50 homes predating 1900 and has been lovingly preserved overt these last few decades. Potentially Lyme Street (main street) and the Lyme College would be obliterated entirely by the new rail line and the other two art institutions would be separated from the center of town.

- With respect to the surrounding landscape, the Connecticut River and its tidelands have long been recognized by a succession of local, state, national and international organizations. This estuary is considered ecologically important by the Ramsar Treaty; was identified as one of the Western Hemisphere's forty Last Great Places by The Nature Conservancy; is an American Heritage River; and is part of the Silvio O. Conte US Fish & Wildlife National Refuge. This area is widely recognized as one of the most important natural, recreational and scenic areas in Connecticut, even the entire United States.

- Given the great ecological values and sensitivities associated with the lands south of the proposed route, any alternative with this proposed new segment should be adjusted to a trajectory north of I-95 and Old Lyme itself.

- We are concerned that Alternative 2, the proposed new segment between Hartford, Ct., and Providence, R.I., will threaten two of our long established nature sanctuaries, Bafflin and Trail Wood. Although we understand that the proposed routes are conceptual, the lack of detail is a serious flaw and prevents us from knowing for sure whether and how much these two properties will be affected. Nevertheless we submit the following concerns and note that both of these sites are either pierced by, or adjacent to, the Air Line Trail State Park.

  - Covering 700 acres in northeast Connecticut, the Bafflin Sanctuary has been designated an Important Bird Area by the National Audubon Society, and in 2013 was chosen by Yankee Magazine as one of Connecticut's two best nature preserves (Trail Wood being the other). The Bafflin Sanctuary consists of pastures, open fields and native grasslands, which are among the most rapidly-disappearing habitat types in the state. It also boasts extensive open wetlands and mature forests, and has 10 miles of walking trails. More than 200 species of birds have been recorded at Bafflin, including breeding populations of Connecticut rarities such as breeding Bobolinks, American Kestrels, and Eastern

Meadowlarks. Eastern Meadowlarks are listed as threatened under Connecticut's Endangered Species Act, while Bobolinks and American kestrels are listed as special concern.

- Trail Wood is the 168-acre sanctuary that includes the former home of Pulitzer Prize-winning author Edwin Way Teale. A historic site as well as a nature sanctuary, the property encompasses Teale's home and writing cabin (which together the Connecticut Audubon Society maintain as a museum), a three-acre beaver pond, meadows, vernal pools, mature forest and a pristine brook. It is also a noted breeding site for Hooded Warblers.

- We would also note that with respect to this proposed route and resiliency, it should be remembered that the "Air Line" was plagued from its beginning to end by unsustainable practices, such as high and spindly rail bridges as well as massive fills to smooth valleys. Finally, the line was doomed in 1955 due to its susceptibility to frequent flood damage.

- Alternative 3, dependent upon which sub-scenario is chosen, also appears to threaten both Bafflin and Trail Wood sanctuaries for all the same reasons as noted above.

In sum, we strongly suggest that the NEC Future must seriously review and refine its environmental impact process, for the current fails to truly analyze the real ecological and historical impacts of each alternative. Second, we would note that for a project with such a proposed impact, there has been insufficient engagement within each of the communities that will so profoundly be effected. Third, while noting direct impacts on our own sites and sanctuaries, we believe there should be a greater effort made to project possible routes onto maps depicting all undeveloped and open spaces so that a real assessment can be made of the fragmentation NEC might bring.

Sincerely yours,

Alexander R. Brash

Alexander R. Brash, President
The Connecticut Audubon Society
314 Unquowa Road
Fairfield Ct 06824

NEC DEIS Comments - RECORD #2497 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Binu

Last Name : Chandy

Stakeholder Comments/Issues :

Please find attached comments from the Connecticut Department of Economic and Community Development on the Tier 1 Draft EIS.

Thank you,

Binu

Binu Chandy
Project Manager
Office of Capital Projects
Department of Economic and Community Development
505 Hudson Street
Hartford, CT 06106
Ph: 860-270-8154
Email: binu.chandy@ct.gov<mailto:binu.chandy@ct.gov>
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<http://www.facebook.com/pages/DECD/188972734470153> [Twitter] <http://twitter.com/#!/CTDECD>

Attachments : DECD Letter NEC Future Feb 2016 FINAL.pdf (248 kb)

CONNECTICUT AIRPORT AUTHORITY

February 11, 2016

Ms. Sarah Feinberg
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Administrator Feinberg:

Thank you for the opportunity to comment on the Federal Railroad Administration's (FRA) NEC Future Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS). The NEC Future program is a vital project to the Connecticut Airport Authority (CAA) and Bradley International Airport. The prospect of a strong intermodal transportation system holds great promises for the state and region's commuters and travelers. The Northeast Corridor has been neglected for far too long, and the CAA applauds the FRA's efforts to examine modernization and improvement initiatives.

Unfortunately, the CAA is unable to endorse any of the provided alternatives at this time. In the spirit of enhancing Connecticut's intermodal transportation system, the CAA asserts that any final enhancements must address the inland route serving New Haven – Hartford – Springfield. Rail connectivity to Bradley International Airport, New England's second largest airport, must be emphasized in the plan, and the CAA was disappointed to find a relative lack of attention to the inland route and Bradley Airport in the current alternatives presented. We look forward to the FRA studying both of these issues in order to maximize safety and reduce capacity constraints for commuters and travelers in Connecticut and beyond.

Thank you for your consideration of these comments. Please feel free to contact me at 860-292-2054 if you would like to discuss this matter further.

Sincerely,

Kevin A. Dillon, A.A.E.
Executive Director
Connecticut Airport Authority

Bradley International Airport
Terminal A, 3rd Floor, Administrative Offices
Windsor Locks, CT 06096

Department of Economic and Community Development

Connecticut
still revolutionary

Catherine H. Smith
Commissioner

February 11, 2016

Rebecca Reyes-Alicia
NEC Project Manager
USDOT, Federal Rail Administration
1200 New Jersey Avenue, SE.
Washington, D.C. 20590

Re: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Ms. Reyes-Alicia:

I would first like to thank you for the opportunity to comment on the Federal Railroad Administration's (FRA) NEC Future Tier 1 Draft Environmental Impact Statement (DEIS). We laud the NEC Future Program as it sets the stage for an overall vision for rail transit in the Northeast Region which is crucial for the economic strength and vitality of Connecticut and the larger region.

The State's "Let's GO CT" initiative highlights our awareness of how transit and transit initiatives will influence the future of Connecticut's economy. A good transit network and fast connections to major economic centers in the region is vital to the 21st Century economy. Under Governor Malloy's leadership, Connecticut has made significant investments not only in transit and surface transportation but also in industries like advanced manufacturing, aerospace, digital media and green technologies. A vibrant transportation network – particularly commuter and inter-city mass transit – is critical to Connecticut's economic future. Governor Malloy has also made unprecedented commitments to fostering transit-oriented development in Connecticut after decades of policies that encouraged sprawl. Further investments in rail commutation represent a major opportunity to better align the state's land use and development patterns with good planning and sustainability objectives.

New investment in mass transit also represents a critical opportunity to revitalize Connecticut's cities and specifically to reactivate former industrial corridors. Since FY2012, Connecticut has invested approximately $140million to remediate and redevelop brownfields – new transit corridors along former industrial corridors will provide a boost to the Governor's historic commitment to addressing these long-blighted sites.

Connecticut welcomes and is highly supportive of the idea of a high-speed rail corridor through Connecticut, connecting our major economic centers, including our Capital City, Hartford. Availability of high-speed service connecting our major economic centers to Boston and New York will help transform the economic environment in Connecticut. As outlined in Governor Malloy's letter, DECD would encourage FRA to have a phased approach to the Tier 2 Environmental Impact Statement (EIS) program. In the first phase, we would encourage FRA to focus on the study and implementation of the No Build option that includes funded and unfunded (but planned) initiatives. Our current rail infrastructure that includes Metro North commuter rail sections from New York to New Haven and Shore Line East is plagued by capacity and reliability issues. We need an urgent solution to these issues before it affects the established economic markets.

We specifically request FRA to include the proposed Hartford Line, which connects New Haven, Hartford and Springfield in the first phase of the Tier 2 EIS Program. The Hartford line runs across the Knowledge Corridor, which is the 20th largest metro region in the country with approximately 3 million people, a labor force of 1.34 million, 64,000 businesses, niche industries such as precision manufacturing, aerospace, insurance, etc., and 41 universities. The Hartford-Springfield-New Haven region is a one-to three-hour drive to Boston and NY and about 5.5 hours by flight to Europe. Multi-modal connections within this region, including rail connections, are very important for the vitality of this growing economic giant.

The Tier 1 DEIS does not currently contemplate a rail connection to Bradley International Airport. This omission is a significant concern for DECD. The Amtrak connection to BWI Airport, for example, has provided a major boost for the Maryland/Baltimore/Washington corridor. Service at Bradley is expanding and there needs to be coordination with the existing and proposed rail infrastructure.

The State recommends that all other alternatives and alignments beyond the No Build Alternative be studied under future phases of the Tier 2 EIS Program. All potential rail connections should be included in the overall planning and vision. If high-speed rail is not the solution for a particular alignment, the Tier 2 EIS will open up other feasible options that the State can consider for these routes. A robust rail network at all levels, connecting major and medium economic centers, will catapult Connecticut to being a key player in the region.

We also encourage FRA to consider resiliency, energy impacts, livable communities, sustainability, affordable housing and economic impacts in its policy while investing and making choices in its rail infrastructure.

Freight-rail network needs to be a component in the NEC Future planning. Freight-rail can relieve congestion on the highway systems and can have an impact on economic development. Freight connections to our airport systems can make us more competitive in the International markets.

Thank you again for the opportunity to be involved in the process to make decisions on investment in rail transit. I wish you all the best for successful implementation. Please keep me informed of the progress and major milestones moving forward.

Sincerely,

Catherine H. Smith
Commissioner

NEC DEIS Comments - RECORD #2454 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Concerned
Last Name : CT Resident
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

[redacted]

From: Amishi.Castelli@dot.gov
Sent: Friday, February 19, 2016 10:43 AM
To: Catherine.Labadia@ct.gov
Cc: Rebecca.Reyesalicea@dot.gov; Anderson, Susan; Siegel, Ruby; Bur, Selina Zapata
Subject: RE: FRA NEC FUTURE Program

Follow Up Flag: Follow up
Flag Status: Completed

Thanks Catherine. We appreciate the input of the CT SHPO, and will include those comments as part of the comments we received on the DEIS and Draft PA; as such, we'll reply to the comments and incorporate any suggestions into the FEIS and Final PA.

I'm Cc'ing our consultants and the NEC FUTURE Program Manager, Rebecca Reyes-Alicea.

Thanks again, have a great day! -Amishi

From: Labadia, Catherine [mailto:Catherine.Labadia@ct.gov]
Sent: Friday, February 19, 2016 10:39 AM
To: Castelli, Amishi (VOLPE) <Amishi.Castelli@dot.gov>
Subject: RE: FRA NEC FUTURE Program

Good morning Amishi,
CT SHPO has review the Programmatic Agreement included in the Tier 1 documentation. This office requests that SHPO is included as a repository for collecting background resource information in the CT specific section of the agreement. The procedures and stipulations outlined in the agreement are acceptable to this office. We look forward to additional consultation as the project moves forward.
Have a great weekend,
Cathy

From: Amishi.Castelli@dot.gov [mailto:Amishi.Castelli@dot.gov]
Sent: Wednesday, February 10, 2016 1:05 PM
To: Labadia, Catherine
Cc: Rebecca.Reyesalicea@dot.gov
Subject: RE: FRA NEC FUTURE Program

Hi Cathy- Excellent, thank you very much. It was just brought to my attention that you already informed our team of that – unfortunately, it didn't get to me before I placed the calls and sent the email to Mary, so apologies for the error.

I will give you a call on Tuesday so we can talk on this issue further. Does that work for you?

Thanks, Amishi

From: Labadia, Catherine [mailto:Catherine.Labadia@ct.gov]
Sent: Wednesday, February 10, 2016 12:57 PM
To: Castelli, Amishi (VOLPE) <Amishi.Castelli@dot.gov>
Subject: RE: FRA NEC FUTURE Program

Hello Amishi,
Mary has forwarded your information to me and I will be your primary contact for this project. My contact information is below.
Talk soon,
Cathy

Catherine Labadia
Deputy State Historic Preservation Officer, Staff Archaeologist
State Historic Preservation Office
Department of Economic & Community Development
1 Constitution Plaza, 2nd floor
Hartford, CT 06103
860-256-2800 (main)
860-256-2764 (direct)

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still revolutionary

From: Dunne, Mary
Sent: Wednesday, February 10, 2016 12:54 PM
To: Labadia, Catherine
Subject: FW: FRA NEC FUTURE Program

From: Amishi.Castelli@dot.gov [mailto:Amishi.Castelli@dot.gov]
Sent: Wednesday, February 10, 2016 12:15 PM
To: Dunne, Mary
Cc: Rebecca.Reyesalicea@dot.gov
Subject: FRA NEC FUTURE Program

Good afternoon Mary- I just left you a voice mail, but thought I'd follow up with an email.

I am the environmental lead for the Federal Railroad Administration's NEC FUTURE, a program to develop an investment plan to improve passenger rail along the Northeast Corridor (NEC) to meet current and future transportation needs of the region (our website, www.necfuture.com, contains a lot of background information as well as current news items and project documents). We began our program in 2012 with a NOA to develop a Tier 1 Environmental Impact Statement under NEPA, as well as letters to all of the SHPOs and tribes in our study area to initiate the Section 106 compliance process. Since that point, we have been regularly engaging with the SHPOs to work out the 106 compliance approach (development of a Programmatic Agreement), discuss the environmental analysis approach and level of detail, and review results of the environmental analysis; we worked closely with Dan, and I understand you are Dan's replacement now that he's moved on. We released the Tier 1 Draft EIS in November, and are accepting comments until February 16th, this upcoming Tuesday.

I contacted you to discuss some of the comments we've been receiving during this comment period in regards to our program alternatives in CT – particularly, from the community of Old Lyme along the CT shore. You may have heard that there is a lot of concern from residents in that area, particularly about potential impacts to the built and natural environment of building and operating a passenger rail line. I wanted to touch base with you to assure you we are aware of the concern, we're hearing the folks who've been expressing their thoughts on this matter, and that we are working to ensure their concerns are addressed as we develop a preferred alternative over the next couple of months.

We will be holding a webinar with the SHPOs and other Section 106 stakeholders in early March (invite to come in the next week or two), but I thought it would be productive for the two of us to have a conversation before then in light of the issues in and around Old Lyme. As I mentioned in my voice mail, I am out of the office for the next two days, and Monday being a federal holiday, we will likely not be able to talk again until Tuesday. I will give you a call then – if you want to let me know what day/time works best for you, we can put something on the calendar.

I look forward to working with you!
Best,
Amishi
NEC FUTURE FRA Environmental Lead

Amishi Castelli, Ph.D.
Environmental Scientist | Environmental Science and Engineering Division, V-326
Volpe, The National Transportation Systems Center | U.S. Department of Transportation
Office: 617.494.2822 | Fax: 617-494-2789 | amishi.castelli@dot.gov | www.volpe.dot.gov
Advancing transportation innovation for the public good

Congress of the United States

Washington, DC 20510

February 16, 2016

The Honorable Sarah Feinberg
Administrator
Federal Railroad Administration
United States Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

Dear Administrator Feinberg:

The Federal Railroad Administration is undertaking an initiative known as NEC FUTURE to evaluate long-term planning options in Connecticut and throughout the Northeast. At the end of this process, we understand FRA will unveil a proposal for federal, state and local officials to address challenges facing our rail network. We are vigorous supporters of increased investments in our transportation system and the many jobs that these investments create, and we urge you to be forward-thinking in finalizing the NEC FUTURE framework to ensure it is a robust blueprint for enhancing economic prospects for our constituents. We also urge you to be responsive to the many communities affected by this proposal and ensure all our constituents' concerns are thoroughly considered and addressed before you adopt any proposal.

The Northeast Corridor is home to nearly 50 million people, four of the country's ten largest metropolitan areas, and nearly 30 percent of the country's jobs. It is our nation's economic engine, generating more than 20 percent of our country's GDP on just two percent of our country's land mass. Despite the region's economic might, the residents of the Northeast are saddled with railroad infrastructure more befitting a fledgling twentieth century nation than a global superpower.

FRA has unveiled four options to frame our investment choices in this network. In draft documents now generating public comment, NEC FUTURE contemplates maintaining the status quo (the "No Action" alternative), growing the network commensurate with projected population growth (the "Maintain" alternative), expanding service (the "Grow" alternative), and, finally, dramatically overhauling rail in the Northeast (the "Transform" alternative). We understand FRA will decide its preferred option – also referred to as a "preferred alternative" – later this year after reviewing public comments on the four options.

We urge you to be visionary in your proposal, bringing our rail network into the modern age and preparing for the economy of the twenty-first century. The preferred alternative should ease congestion, reduce greenhouse gas emissions, ensure the resiliency of our infrastructure in the face of climate change, improve freight rail options for commercial development and

guarantee our constituents first-in-class rail service so they can better access jobs and economic opportunities. We are encouraged by ideas that would rebuild our infrastructure, create new lines and hundreds of new stations, eliminate chokepoints, and increase opportunities for residents throughout New England to access dependable, reliable high-speed rail. Our global competitors are embracing ambitious plans; we must do so as well.

We understand FRA will formalize its preferred proposal in the form of a "Tier 1" Environmental Impact Statement, or EIS. Generally, a Tier 1 EIS focuses on large, regional issues, not local adverse and positive impacts which would be assessed during a second review of specific projects. Nonetheless, the Tier 1 EIS is still an important document that could guide decisions in the Northeast for decades to come, serving as a starting point for many critical state and local planning efforts.

So, we urge you to closely consider the impact of your preferred plan on all communities affected and specifically ask that you:

- Ensure you have conducted thorough outreach to all communities and stakeholders affected, including ensuring anyone who should be afforded an opportunity to comment has been provided ample, sufficient, timely notice of this undertaking.

- Ensure everyone has been able to assess the costs of the proposals with enough specificity to provide constructive feedback.

- Ensure you have considered all economic impacts, as this plan could affect countless businesses and livelihoods, and ensure this plan increases economic opportunities rather than undermine them.

- Ensure you have considered all environmental impacts, minimizing any harm in the many ways the plan could threaten farmland, wetlands, parks, forests, water resources, animal habitats, as well as community quality of life issues, like noise.

- Ensure it enhances service for all who depend on our transportation network, from bus and transit users and short-distance commuters to long-distance passengers, drivers, aviation stakeholders, and freight operators and customers.

- Ensure it protects the unique, historic charm of the countless communities in Connecticut that have structures dating hundreds of years and proud, important traditions of historic preservation.

- Ensure it leverages current resources, infrastructure and local planning efforts, complementing local priorities and needs and does not undermine them.

Again, many communities and constituents could be affected by NEC FUTURE, and we appreciate your efforts to make this undertaking a worthwhile and valuable contribution to long-

term transportation planning while protecting critical natural resources and community quality of life.

Sincerely,

RICHARD BLUMENTHAL
United States Senate

CHRISTOPHER S. MURPHY
United States Senate

ROSA L. DELAURO
Member of Congress

JOHN B. LARSON
Member of Congress

JOE COURTNEY
Member of Congress

JIM HIMES
Member of Congress

ELIZABETH H. ESTY
Member of Congress

NEC DEIS Comments - RECORD #3063 DETAIL

Status : Unread
Record Date : 2/17/2016
First Name : Daniel
Last Name : Mackay
Stakeholder Comments/Issues :

The Connecticut Trust for Historic Preservation will be submitting extensive comments on the NEC Tier 1 EIS by 2/18.

We recognize this is after the 2/16 deadline, but our responsibilities to fully assess the preliminary impacts to historic resources in Connecticut will require this additional time to finalize.

No state is more impacted than Connecticut in each of the proposed Alternatives. While we will provide statewide comments on each of the three alternatives, I do want to highlight that we have already co-signed comments submitted by a diverse partnership of organizations focused on Old Lyme, Connecticut.

These comments reflect grave concerns for the proposed new rail crossing of the Connecticut River between Old Saybrook and Old Lyme, and the resultant impact on historic, cultural and environmental resources of national and international import.

You could not possibly pick a more intrusive and disruptive route for high speed rail than what you've currently proposed for Old Lyme under Alternative 1. Our concern is that other new routes and right of way across Connecticut would be similarly disruptive for historic and environmental resources in other Connecticut communities.

Regards,

Daniel

--

Daniel Mackay
Executive Director
Connecticut Trust for Historic Preservation
www.cttrust.org
(475) 355-5351 (cell)

NEC DEIS Comments - RECORD #118 DETAIL

Status : [redacted]
Record Date : 1/7/2016
First Name : Torrance
Last Name : Downes
Stakeholder Comments/Issues :

To those responsible for accepting comments on the FRA Tier 1 Draft EIS:
Please include the attached comments in the testimony record for the Federal Railroad Administration Tier 1 Draft EIS.
Thank you.
J H Torrance Downes
Senior Planner
Lower CT River Valley Council of Governments
Connecticut River Gateway Commission

Connecticut River Gateway Commission

145 Dennison Road
Essex, CT 06475
Phone: 860-581-8554
FAX: 860-581-8543
www.ctrivergateway.org

Chester
Deep River
East Haddam
Essex
Haddam
Lyme
Old Lyme
Old Saybrook

MEMORANDUM TO:	Federal Railroad Administration (FRA)
MEMORANDUM FROM:	J. H. Torrance Downes, Senior Planner Lower Connecticut River Valley Council of Governments Connecticut River Gateway Commission
DATE:	January 6, 2016
SUBJECT:	Comments on Option 1, NEC Future Tier 1 Draft EIS

This memorandum has been submitted on behalf of the Connecticut River Gateway Commission to alert the Federal Railroad Adminstration to the jurisdiction and legislative mission of that statutorily-enabled Commission. The Gateway Commission is a regional land use commission enabled in Sections 25-102a through 25-102s of the Connecticut General Statutes and established by each of its eight member municipalities through a vote of each town's legislative body. Both the Connecticut towns of Old Lyme and Old Saybrook have been members since 1974.

It is the request of the Connecticut River Gateway Commission that any efforts to construct a new railroad bridge and its approaches between Old Saybrook and Old Lyme as summarized in Option 1 of the Tier 1 Draft EIS be carried out in a manner consistent with the Gateway mission of protection and involve said Commission early enough in any design process in order to seek advice on the best way to minimize any adverse visual or ecological impacts that may be caused by the construction of such infrastructure within the Gateway area of jurisdiction, the Gateway Conservation Zone as identified in Section 25-102c CGS.

As codified in Section 25-102a CGS, the lower Connecticut River Valley in the area of the possible new bridge crossing was found by the Connecticut General Assembly "…. *to possess unique scenic, ecological, scientific and historic value contributing to public enjoyment, inspiration and scientific study, that it is in the public interest that the provisions of this chapter be adopted to preserve such values and to prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens* (emph.added)….". The provisions of this chapter were adopted by each of the eight member municipalities, including Old Lyme and Old Saybrook.

In order to accomplish this important mission, the General Assembly and the eight member towns established the Commission to act in a regional capacity to preserve the values described above and to "…*prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens*…". The Commission has been doing so for the past 42 years.

The Gateway Commission accomplishes this mission through the adoption of zoning standards designed to minimize the visual impact of development within the Gateway Conservation Zone which encompasses the hillsides of the river valley up to the first ridge. The Commission also has the ability to acquire conservation easements and fee-simple land within the river valley to accomplish the same protective goal. Since its inception in 1974, the Gateway Commission has participated in the protection of over 1,000 acres of land for purposes of visual and ecological preservation.

NEC DEIS Comments - RECORD #474 DETAIL

Status : [redacted]

Record Date : 2/1/2016

First Name : Kevin

Last Name : Cuddeback

Stakeholder Comments/Issues :

The segments that seem to make the most sense are "New Downtown Baltimore", "New Philadelphia Stations" and Hartford-"I-684"-Providence. I'd see Hartford-Providence as being a good route to pay for by co-building with a 4-lane toll road, and leave for some future generation plans to cross Hartford-Danbury or New Haven - Long Island.

NEC DEIS Comments - RECORD #1713 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Eileen

Last Name : Cummings

Stakeholder Comments/Issues :

I am writing in opposition to the present plan to run Amtrak rails through the historic district of Old Lyme. It is certain to lead to a long, protracted fight most likely ending in the courts. Old Lyme possesses the resources to continue the battle as long as necessary and the community would support it. This delay would be very costly to the NEC and would put the affected properties in a kind of limbo.

The general reaction to this proposal has been that it is too preposterous to ever happen. I can only think of what happened to a very decent neighborhood in the Bronx when the unthinkable happened and the path of the Cross Bronx Expressway destroyed not just homes and businesses but lives. The results are still evident.

If the human and historic cost of this proposal is no match against the ruthless logic behind it, I again predict that it is going to be costly in both time and money. And the idea that it is just too preposterous will in the end prevail.

NEC DEIS Comments - RECORD #430 DETAIL

Status : [redacted]

Record Date : 1/31/2016

First Name : Susan

Last Name : Cummiskey

Stakeholder Comments/Issues :

My family and I vehemently oppose the plan to reroute the Amtrak trains through the center of Old Lyme Ct. Not only will it destroy a beautiful and cherished historic district, it will irrevocably damage beyond repair one of the foremost and important estuaries on the east coast and in the country. It is abominable that the environmental impact has not be adequately studied or considered. This proposal should be removed from further discussion immediately. Susan Cummiskey

NEC DEIS Comments - RECORD #1558 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Deborah
Last Name : Cunningham
Stakeholder Comments/Issues :

Ms Carol Braegelmann
Office of Environmental Policy & Compliance
1849 C Street, N.W.
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) & Section 4(f) Assessment for NEC FUTURE; Rail Investment Plan for the Northeast Corridor, Wash, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms Braegelmann:

I write you to oppose Alternate 3 in your railway plan. This option would destroy five dozen acres of the publicly-owned Patuxent Wildlife Refuge in central Maryland, less than an hour from your office.

This beautiful area includes pristine riparian, stream, wetland, and forest habitats, vital to numerous threatened species of birds. It would devastate the biggest surviving block of forest in central Maryland, a vicinity where carelessly-planned, rapid development in the mid-20th century has already permanently harmed the ecological integrity of a broad area.

The Patuxent Research Refuge was created in 1973 in support of the Migratory Bird Conservation Act -- itself passed to meet U.S. migratory bird treaty obligations. This biologically rich and diverse piece of land has been incredibly helpful in preserving at-risk species of migrating birds. The size of the Patuxent Research Refuge has made it far more priceless than several smaller parcels of land.

I urge you not to permit the proposed railway line to remove permanently this carefully-chosen and well-maintained natural resource. There are multiple practical, feasible, less destructive alternative routes. Please select a different option that does not devastate this publicly-owned, long-standing treasure.

Sincerely,
Deborah Cunningham
[redacted]
Baltimore, MD 21209

NEC DEIS Comments - RECORD #706 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Mack

Last Name : Cunningham

Stakeholder Comments/Issues :

I support Amtraks / FRA future capital plans
to improve the capacity and reliability of passenger
train service in the NEC.

NEC DEIS Comments - RECORD #1143 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Margaret
Last Name : Cunningham
Stakeholder Comments/Issues :

Wretched idea and MOST disturbing....and political. Leave the communities along our beautiful and historic shoreline alone. Sounds like Danell P. Malloy may be your consultant.

NEC DEIS Comments - RECORD #1916 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Kathryn
Last Name : Cuozzo
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #17 DETAIL

Status :	[redacted]
Record Date :	11/14/2015
First Name :	Dan
Last Name :	Cupper
Stakeholder Comments/Issues :	Any report on the environmental impact of the Northeast Corridor should also include Amtrak's 103-mile Philadelphia-Harrisburg line, which is -- like the NEC -- electrified and so already contributes to a cleaner environment. Most Harrisburg-Philadelphia trains already continue on to New York, and are thus already part of the present-day NEC operating plan.

NEC DEIS Comments - RECORD #822 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : William Blair
Last Name : Curtis
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

NEC DEIS Comments - RECORD #1623 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name : CurtissA27
Stakeholder Comments/Issues :

Gentlemen

Being a boater and resident of Old Lyme for over 43 years, I am aware that the railroad bridge across the Ct. river is very old and in need of repair/replacement. However including this with rerouting the rail line, as indicated in Alternative 1, so that it destroys the commercial center of our little town as well as the historic district does not make any sense. This would eliminate senior senator Dodd's house, although he no longer lives there, if still in the senate would stop this terrible option. I am sure with more thought a better option can be found. Please do everything possible to eliminate this as an option.

Alan & Theone Curtiss

NEC DEIS Comments - RECORD #2967 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : mary
Last Name : Cuthbert
Stakeholder Comments/Issues :

I am not in favor of this NEC Future plan. I live too close to Amtrak already and never use the train as it is too expensive. It is in my backyard and I do not wish it in anybody' else's. It should never have followed the shoreline.....it has ruined the northeast corridor. Let it not ruin any other pristine land, shoreline or private property again. Move it inland! It is stupid with global,warming to build along the shoreline.....what are you or your guy who promotes it thinking!

NEC DEIS Comments - RECORD #661 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Jean

Last Name : Dailey

Stakeholder Comments/Issues :

I am aghast at the Alternative 1 proposal which will decimate the historic town of Old Lyme by building a high speed railroad segment through the center of town. I fully support alternative mass transit but not at the expense of a vibrant community. This is both unnecessary and ludicrous. Seems like the new line can be moved slight north through Lyme and avoid the historic middle of Old Lyme. As an Old Lyme resident I find the current proposal ludicrous.

NEC DEIS Comments - RECORD #2572 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Paula
Last Name : Daisey
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

ALEXANDER DALE: I'll speak.

RUBY SIEGEL: All right. Good.

ALEXANDER DALE: So my name's Alexander Dale. I am here for a variety of things. I'm a board member For Engineers For a Sustainable World.

I would like to voice, I think for a lot of us, support for the corridor and support for alternative 3 primarily as a visionary piece that if we look at the need for climate change mitigation, if we look at the need to redo how we travel and where we have access to, the only way to do a lot of intercity travel is -- if we can't do flying is to do a lot of rail. And alternative 3 seems to be the only one that really supports that.

I don't know that I have particular -- I think it's very interesting to go out to Long Island. At the same time, I feel like Long Island can come into New York, and that people are connecting more of New England.

I would also like to have questioned the very high cost relative to maybe a comparable length of system in other parts of the world that we want to hear, like what changes might be necessary in alignment with this project to bring some of those cost tools down. If we, as the public, are going to be asked to support this, I'm happy to vote for lots of funding for rail, but I would like to make sure that that funding is well spent.

RUBY SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #2126 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : John
Last Name : Dalton
Stakeholder Comments/Issues :

It is time for us to rise-up and fight this attempt to railroad the coastline. This is a slap in the face to the huge tax payers and non-tax payers along coastal Connecticut. All Connecticut has to offer now is our beautiful coastal areas. This will destroy future tourism and the beauty of of shore areas.

NEC DEIS Comments - RECORD #319 DETAIL

Status : [redacted]
Record Date : 1/27/2016
First Name : Lorraine
Last Name : Daly
Stakeholder Comments/Issues :

To whom this may concern:

As a resident of Garden City, who lives in the Eastern Section on Washington Ave, I am opposed to the "Alternative 3."

Furthermore, It is your obligation to properly inform the public of how you intend to spend billions of tax dollars.

I am interested in hearing more about the plans.

Sincerely,

Lorraine Mead Daly
[redacted]
Garden City, NY 11530

NEC DEIS Comments - RECORD #632 DETAIL

Status : [redacted]
Record Date : 2/9/2016
First Name : Jennifer
Last Name : Damato
Stakeholder Comments/Issues :

My in laws own the property right at the end of Sand Drive. They built their dream house on the Lieutenant River. My husband and I were hoping to build there too in a couple more years. How can you tell people that you are going to come in and destroy everything that these kind people have worked for. The Lieutenant River is beautiful and so is Old Lyme, the historical route is right across from their house. The Lyme Arts Academy is too. How can you say you are going to take all that out. Never mind the horribly ugly diagonal bridge you are looking to put over the CT River. Find a different route I urge you!!! Modify the existing route. Do not destroy peoples homes and Old Lyme for a train.

NEC DEIS Comments - RECORD #587 DETAIL

Status : [redacted]

Record Date : 2/7/2016

First Name : Scott

Last Name : Damato

Stakeholder Comments/Issues :

I think moving forward with relocating the tracks is a horrible idea. It will ruin the beautiful Connecticut river area, the old Lyme historical area, the Lyme Arts academy and all the history in old Lyme never mind the ecosystem. Has anyone thought of that. The old bridge is beautiful and so is the route. Use that route. Why are you going to take people's homes away and change the whole dynamic of the town and the history??

NEC DEIS Comments - RECORD #2499 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : aref
Last Name : danaf
Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1539 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Sloan
Last Name : danenhower
Stakeholder Comments/Issues :

This plan to run the railroad through the center of Old Lyme is ludicrous! The same way we were sold a bill of goods when the tracks were electrified, holds true I will predict on this attempted action. This will be a further waste of tax payers money and totally disjoint the center of one of the most beautiful towns in CT...forget it!!!!!!

NEC DEIS Comments - RECORD #2249 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Dr. Alireza
Last Name : Daneshfar
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1507 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Mary

Last Name : Dangremond

Stakeholder Comments/Issues :

Please do not put a railroad line through the middle of Old Lyme. I urge you not to accept the Tier 1 draft statement. It is a very bad idea. This plan will ruin our wonderful historic town.

NEC DEIS Comments - RECORD #2698 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Sam

Last Name : Dangremond

Stakeholder Comments/Issues :

As a resident of the Town of Old Lyme, I am submitting testimony in opposition of the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement "Alternative 1" Proposal. My concern lies in the fact that this proposal will significantly alter my livelihood and decimate the beautiful and historic community of Old Lyme. I urge you to look at other solutions to improve the Northeast Corridor. Thank you.

NEC DEIS Comments - RECORD #3035 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Anita
Last Name : Darin
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1393 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Sue
Last Name : Darmon
Stakeholder Comments/Issues :

Alternative 1 will be detrimental to the Town of Old Lyme. I oppose this.

900 Public Safety Boulevard
Dover, DE 19901-4503
(302) 739-3278

DART
Delaware Transit Corporation

119 Lower Beech Street, Suite 100
Wilmington, DE 19805-4440
(302) 577-3278

February 12, 2016

Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green - Suite 429
New York, NY 10004

Re: Draft Environmental Impact Statement for the Northeast Corridor

Dear Ms. Reyes-Alicea:

The Delaware Transit Corporation (DTC) appreciates the opportunity to comment on the Federal Railroad Administration's NEC Future Tier 1 Draft Environmental Impact Statement (EIS). Delaware is fully committed to the process of comprehensive planning for regional renewal and development of the Northeast Rail Corridor. The draft EIS provides policy-makers with a thorough analysis and options for investment to sustain and expand rail services in the Northeast Corridor during the 21st Century.

Having no regularly scheduled airline service in the state, Delaware heavily depends on the Amtrak and SEPTA services at the Wilmington Biden Station. The Wilmington station is the 11th busiest stop in Amtrak's national system, and the rail services are an essential component of the state's economic growth.

In 1989, DelDOT reinstated commuter rail services to Wilmington after a 7-year absence. Regional rail services are provided under contract with the Southeastern Pennsylvania Transportation Authority (SEPTA). Initially, the SEPTA served only Claymont and Wilmington; Newark and Churchman's Crossing were later added. During the early years, the service transported under 250,000 annual trips. In 2015, SEPTA transported 1,259,103 Delaware trips. The SEPTA service leads DTC transit services in cost recovery, and serves as focal point for transit oriented development.

The draft EIS mentions the DelDOT contracted SEPTA service in Chapter 5, but fails to list the service in Table 5-10, "Annual Passenger by Regional Rail Service Provider (2006 and 2012)". Delaware's ridership is reported as part of SEPTA's data. Although the draft EIS reflects considerable research and analysis, the success of Delaware's service may have been overlooked. It is important to note that while SEPTA will continue to be Delaware's provider for regional rail, other providers may assume responsibilities at some point in the future.

DelDOT is currently investing heavily in its 22-mile commuter rail system in New Castle County. A rail choke that is listed in the draft EIS is currently in the construction phase. The $51

million Third Track is anticipated to be completed in 2018. The improvement will increase speeds for inter-city services, and permit expansion of commuter trains.

The Newark Regional Transportation Center will expand services, and relieve rail traffic congestion in the state's second largest city. The new facility is adjacent the developing 422-acre Science, Technology and Research campus affiliated with the University of Delaware. This $40 million project will be completed in late 2018. The Claymont Regional Transportation Center is in the design phase, and is planned to be on line by 2020. There are also active plans for a Newport train station in the future. These investments reflect Delaware's commitment to expand capacity, increase customer convenience and enable system growth on its contracted regional rail system, and should be acknowledged in the EIS.

While DTC does not have specific views of No Action Alternatives and Options 1-3 presented in the EIS, it will be important for subsequent EIS investigations and in the Service Development Plan, to develop a collaborative financial plan. Delaware, like most NEC states, does not have long-range funding available to participate in construction of large system projects. The NEC will require substantive federal participation, as well as new sources of revenue, to support the options presented in the EIS. As the EIS notes, no development plans can begin to be implemented until the State of Good Repair is accomplished. Further deferring of critical infrastructure renewal threatens to curtail present levels of service, and such an outcome is unacceptable.

Finally, additional consideration should be given to Options 2 and 3 of the EIS that suggests a planned alignment of new tracks south of the Wilmington Biden Station. We take exception to this plan, and believe that a thorough review of the historic Wilmington station should be undertaken, as well as possible design of new approaches to the station before planning a new alignment. It is assumed that the suggested alignment would be on or near the Norfolk Southern Shellpot Branch. These tracks cross environmentally sensitive areas. We recommend further investigation of this alignment prior to adopting these options.

I look forward to continuing to work with the NEC Future team as the plan moves forward.

Sincerely,

L. Albert Loyola
Deputy Chief Performance Officer

LAL:ml
cc: John T. Sisson, CEO
Luther Wynder, CPO

NEC DEIS Comments - RECORD #2857 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Nyle

Last Name : Davey

Stakeholder Comments/Issues :

I oppose Alternative 1 as it will unnecessarily disrupt the campus of the Lymne Academy of Art at the University of New Haven. Any modernization of the transportation corridor should be restricted to the area of existing easements.

NEC DEIS Comments - RECORD #400 DETAIL

Status : [redacted]

Record Date : 1/30/2016

First Name : Carol

Last Name : Davidson Cragoe

Stakeholder Comments/Issues :

I strongly oppose Option 1, which would be highly damaging to the histroic town of Old Lyme. Why is it not possible to have a similar route that runs along the line of the existing line, further to the south? If this is truly not possible, then Option 3, linking Hartford, which is desperately in need of regeneration is a much better option.

NEC DEIS Comments - RECORD #375 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : Abby

Last Name : Davidson

Stakeholder Comments/Issues :

I think this is a horrible idea. I have lived in Old Lyme for many years and my family many years before that. If something needs to be changed it should be to the existing railroad lines. Not creating new railways through the historic district of Old Lyme.

NEC DEIS Comments - RECORD #619 DETAIL

Status : Action Completed

Record Date : 2/8/2016

First Name : Nicholas

Last Name : Davidson

Stakeholder Comments/Issues :

We will NOT allow such travesty in our town.

NEC DEIS Comments - RECORD #496 DETAIL

Status : [redacted]

Record Date : 2/2/2016

First Name : Patricia

Last Name : Davidson

Stakeholder Comments/Issues :

I write to oppose, in the strongest possible terms the proposed rerouting of the Amtrak through the middle of Old Lyme, CT (Tier 1 Draft EIS).

Old Lyme is first, a residential area. Second it is an important Historic District with many homes, galleries and museums of historic importance. Third, the proposed route runs through the one shopping area in the district. All of these would be adversely affected and nothing gained.

I opppose Tier 1 Draft EIS)

NEC DEIS Comments - RECORD #1619 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. I have lived within five miles of the Patuxent Wildlife Refuge since 1975 and have visited the refuge with my children and grandchildren several times.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Michael C Davie, MSgt USAF(Ret)
[redacted]
Odenton, MD 21113-2240
[redacted]

NEC DEIS Comments - RECORD #2720 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Carol
Last Name : Davies Kane
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1452 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Judith

Last Name : Davies

Stakeholder Comments/Issues :

Wouldn't it be easier to build it in the middle of I-95?

NEC DEIS Comments - RECORD #486 DETAIL

Status : [redacted]

Record Date : 2/2/2016

First Name : Caryn

Last Name : Davis

Stakeholder Comments/Issues :

Please do not do this! The best asset about this area is the natural bucolic setting. You will ruin it forever. Add a couple of non-stop trains if you must. The trains are fast enough. How many is it really serving? You will destroy natural habitats and residential neighborhoods.

NEC DEIS Comments - RECORD #2137 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Earl
Last Name : Davis
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2869 DETAIL

Status :	[redacted]
Record Date :	2/16/2016
First Name :	Harcourt W.
Last Name :	Davis III
Stakeholder Comments/Issues :	

Harcourt W. Davis III
[redacted]
Old Lyme, Connecticut 06371

February 16, 2016

NEC Future
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: Tier 1, Old Lyme Connecticut.

Dear NEC

I currently live in an area where I hear, see, feel and live with the impact of the current rail system. If the proposed Tier 1 plan for Old Lyme is approved, I will bear a much greater impact from the proposed Tier 1 NEC future project. Since I regularly navigate the Connecticut, Lieutenant, Back, Duck, Black Hall and Four Mile Rivers, I understand the need to repair or replace bridges on those rivers. I have witnessed the difficulties boaters have navigating while waiting for the Connecticut River Bridge to open in heavy traffic. At times it is similar to watching horses leave the starting gate. When the bridge opens, a mad rush ensues form both the north and south to get past the bridge before it closes. I have witnessed debris falling into the water as a train passes overhead and the exposed rebar on support columns for the Lieutenant River Bridge.

Amtrak identified specific project goals and objectives to be used as the basis for developing the criteria and screening methodology for evaluating the project alternatives.

The three project goals and their respective objectives are as follows:

Goal 1: Improve the reliability and long-term serviceability of the Connecticut River Bridge and its approach structures.
Objective: Maintain a state-of-good-repair for the bridge and its approaches.

Goal 2: Minimize conflicts with maritime traffic.
Objective: Minimize delays to trains and/or marine traffic due to bridge operations.
Objective: Provide sufficient vertical clearance and channel width for commercial and recreational traffic on the Connecticut River.
Objective: Minimize construction-period impacts to rail operations and navigation.

Goal 3: Minimize permanent and temporary impacts to the surrounding environment.
Objective: Minimize temporary and permanent impacts to wetlands and other ecologically sensitive areas.
Objective: Minimize impacts to cultural resources.
Objective: Minimize short-term construction impacts.

I have the following concerns with the proposed Tier 1 project in Old Lyme:

- The plan adds a bridge between the existing rail bridge and the interstate 95 bridge. Thus creating a triangle with one point at the opening of Ragged Rock, another to the east at the DEEP landing and the last just south of the 95 bridge and on the east bank of the Connecticut River. Piling and supports for the new bridge will only add more obstacles for boats to avoid in the triangular holding pen between the rail bridges. Both rail bridges will need to lift a section to allow taller boats to pass under. To allow boats to pass under both bridges without stopping, they will need to remain open for longer periods of time and thus not allow access for trains to cross. If both bridges do not remain open to allow all boats to clear both rail bridges, boats will become trapped between the bridges and face the difficulties navigating in a small triangular space in a moving current with other boaters in a congested area. Thus not achieving the Goal 2 to minimize conflicts with marine traffic and train delays due to bridge operations.

- The addition of a new bridge will block views along the Connecticut River View Corridor. Since the span will rise 71 feet, it will tower over the treetops and thus views will be blocked for adjacent property owners and those with sight lines of the treetops surrounding the bridge. This is also true for me with the old bridge.

- Fixed railway operations have the potential to produce high vibration and noise levels. Expanding the track area to virgin ground, will expand the volume of noise levels and exposed high vibration to residents. This is an environmental injustice since they have not been exposed at these elevated levels in the past. Since most of this virgin rail will travel adjacent to less expensive property along interstate 95, environmental justice areas will result in a disproportionately high and adverse effects on low-income populations of people exposed to high vibration and noise levels. Thus not achieving the Goal 3 to minimize permanent and temporary impacts to the surrounding environment.

- Virgin land area will be exposed to higher levels of pollutants. The new tracks will be placed on land that has not before seen railroad tracks. The construction and future maintenance of the track will cause the land to become polluted. Trains using the tracks will deposit pollutants such as oils, grease and debris onto the tracks. Chemicals will be used to control vegetation on the tracks. Consolidating the tracks could consolidate the pollution and minimize the usage of chemicals. Thus not achieving the Goal 3 to minimize permanent and temporary impacts to the surrounding environment.

- Virgin land area will be exposed to additional pollutants and those pollutants could pollute drinking water. Since many home in Old Lyme use private well and community well for fresh drinking water, any pollutants entering the water supply could put our drinking water supply in jeopardy. Thus not achieving the Goal 3 to minimize permanent and temporary impacts to the surrounding environment.

- The adverse impact on the population, land use, or economic activities will be devastating. The town currently has tracks to the south and potentially tracks to the north. Not only will this provide stereo train noise for those in the middle of town but also eliminate continuity with the residential and business community. Some will be on the other side of the tracks while others will be in the middle. Since the water levels are low in the downtown location they will be elevated to a level that one side will not be able to see someone on the other side. The tracks for all intents and purposes will be a wall dividing the town. The town's Post office, food store, shopping mall and gas station will be segregated to the north from the town government and those in the middle of the tracks. Thus not achieving the Goal 3 Objective to minimize impacts to cultural resources.

- For all of the reasons above, the town will potentially be sandwiched between two rail tracks with increased noise pollution, environmental pollution, decreased mobility on the water and land, and the consumption of developable land needed to install the new track. This will have a negative impact on new development, property values and population/employment growth. Thus not achieving the Goal 3 Objective to minimize impacts to cultural resources and permanent and temporary impacts to the surrounding environment.

If Tier 1 is deemed to be the best solution to solve the rail problems, I recommend the following changes to address my concerns:

- Use the existing track path from Old Saybrook to Four Mile River and then split the path with two tracks going to the north along the Four Mile River and west of Rocky Neck State Park in East Lyme CT. Continue north over Route 156 west of the interstate 95 exit 72 connector, continue over interstate 95 and connect to the original path in Tier 1 and head to the east. The other split path will continue on the existing two rail tracks.

- Expand the tracks from Old Saybrook to Four Mile River from two to four tracks. Replace the bridges over the Connecticut and Lieutenant Rivers and others as needed and install four tracks.

- One bridge over the Connecticut River can be raised to minimize the number of openings to accommodate the projected increased volume of train usage. When you replace the Connecticut River and Lieutenant River bridges it opens a great opportunity to elevate the eastern and western approaches to the Connecticut River to provide the needed slope to significantly increase the Connecticut River Bridge clearance. If the bridge clearance is increased more boats can pass under. While it may not be able to be raised to a point that all boats can pass under, every little bit will help. The more boats that pass under without opening will decrease the times need to open the bridge and thus allow more trains to pass. It will also relieve some of the boat congestion waiting for the bridge to open and the mad dash to pass under before it closes.

My recommended changes will solve the following issues:

- The cost to build one four-track bridge should be less expensive than building two, two-track bridges when the bridge for the new path is longer than the bridge for the current path.

- No additional congestion for boaters will be created.

- No additional visual pollution for the Connecticut River View Corridor.

- No additional people will be exposed to high vibration and noise levels. When we purchased our home, we accepted the existing train noise and vibrations. Other residents in the path of the new route may not have considered the noise when purchasing their home.

- Current tracks are already exposed to pollutants, and the issues that they have caused have been, or will be addressed. Public water is available to those in Old Lyme near the tracks. It is easier to address concentrated pollution areas than widespread areas.

- The town will not experience the adverse impact on the population, land use, or economic activities if a track was located as proposed in Tier 1 proposal.

- Expanding the existing tracks to four-tracks will be less expensive and more viable then acquiring new land and building tracks from scratch.

I believe that rail is an under utilized asset. Part of that is due to the lack of available passenger and freight resources. Doubling the number of tracks should double the resources. It will allow more freight to

be dispersed from our ports. It will provide resources to allow expansion of commuter/passenger rail service. We have tracks in place. Some tracks are no longer used, while others are used to the maximum. Our goal should be to expand upon what we have. Businesses and people already congregate around transportation resources. Tier 1 thru Old Lyme center will only destroy resources that make the rail viable. Tier 1 is also objectionable because other more viable alternatives exist.

Sincerely,

Harcourt W. Davis III

NEC DEIS Comments - RECORD #2282 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Jeremiah
Last Name : Davis
Stakeholder Comments/Issues :

Although I am greatly in favor of expanding mass transit, I am opposed to destroying a college campus and a vital art community to do so. I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts. I urge you to find alternative routes for this project. Thank you."

NEC DEIS Comments - RECORD #2229 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : John
Last Name : Davis
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven

NEC DEIS Comments - RECORD #693 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Karen
Last Name : Davis
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge, acres which include pristine stream, wetland, riparian and forest habitats that are crucial for a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has already taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. While I agree that expanding and developing rail is important, this alternate (#3) is not the only option available. Please choose an alternate that does not disturb a national treasure.

Sincerely, -- Karen Davis3575 Ft Meade Rd #603Laurel MD 20724
If we can't find Heaven, there are always bluejays. —Robert Bly

NEC DEIS Comments - RECORD #285 DETAIL

Status : [redacted]

Record Date : 1/25/2016

First Name : Pam

Last Name : Davis

Stakeholder Comments/Issues :

I can't imagine it might be possible for someone to even think about destroying this beautiful place in Old Lyme with a railway!

NEC DEIS Comments - RECORD #758 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Ron
Last Name : Davis
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Ron Davis

2athigh1@[redacted]

[redacted]

NEC DEIS Comments - RECORD #798 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Robert

Last Name : Davis

Stakeholder Comments/Issues :

After going to meetings - I'm totally against option 1 which goes through the Old Lyme Historic district !!!! The web site is loaded with detail and leagalize but it doesn't show the detail proposed routes [only a small map and cities] You need to show the detail so foks can see and comment - are you hiding something ?

NEC DEIS Comments - RECORD #1066 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Saul
Last Name : Davis
Stakeholder Comments/Issues :

I want more transparency on the 30th Street Station redevelopment project. Who will profit from it? How much of it will go to Amtrak? I am all for Amtrak profiting from developments, but not the developers, unless they pay a permanent percentage to Amtrak.
30th Street Station needs to be renamed to Franklin or Philadelphia Central or something more meaningful. 30th Street sounds like it is in the middle of nowhere. It conveys nothing positive to travelers unless they are going to West Philadelphia.
I believe freight and passenger rail must have separate trackage virtually everywhere.
I do not believe in tunneling under the entire city of Philadelphia for a high-speed line using a separate station. It needs to run through 30th Street.
The new development proposals do not include amenities the city needs, like performing arts venues and a town hall. A new office district will only draw business away from Center City, and we can't have that. There has to be a hotel adjacent to the station, a moderate-cost one for travelers, preferably big, but not necessarily. We do not have hotels catering to tourists on budgets, ie. under $125 a night or thereabouts.
We need the Broadway Limited service restored, it should originate in Boston or New York, or even in DC. The current connection via Pittsburgh is useless for going to Chicago and beyond. The alternative is to have a train leaving Philadelphia early in the morning and arriving in Chicago by 11:00 pm; a 16-hour trip should be possible with few stops, and it must have a dining car and baggage service. This would not require sleepers.
I think Pullman cars should be brought back as a lower-priced sleeper between coach and roomette in cost, as a tourist attraction. They would be very popular, I am sure.
Freight trains MUST give way to passenger trains always! However, separate tracking would make it unnecessary.
As for the congestion in Chicago, there used to be alternate routes like through St. Louis and east from there or south of Chicago, what happened to them? It may require the government to operate another loop train to ease congestion. No one company should ever be in a position to control the one linking rail line. CP or CN Rail must not acquire and American rail lines. They are not American, and we are far too close to monopoly situations already.
I want freight rail to be fast and efficient, able to transport food, to provide superior service to trucks.
Too many freight lines have been abandoned, I suspect.
We must have regional passenger service, but it will not work if it is too infrequent or inconvenient.
Amtrak is currently running intercity service that is equivalent to local service in the 1940s. The 20th Century Limited had no stops except to change engines in Buffalo, and as a result was much faster. The frequent stops slow the trains down too much. There should be a daily local and express train on each route.
There must be a train from Chicago to Duluth via Eau Claire and St. Paul. I believe the only way to accomplish that is to rebuild along the former Northern Pacific route, along highway 61, and entering Duluth through Fond du Lac, instead of Superior. That line would be passenger only, then. I was told that BNSF reconfigured the rail yards in Superior in such a way as to prevent passenger trains from getting through.
Regional routes may need something more like two-car self-propelled trains for smaller ridership and efficiency. No one should be more than 75 miles from a train in the eastern states.

Service from Denver to Salt Lake City to Seattle should also be restored. Many lines need restoration. So, yes, develop over rail yards if possible, if not hazardous. And keep boarding simple. If it only takes a half-hour to arrive and board a train, that is half of your advantage over air travel.

Amtrak no longer has anti-macassars on your seats, but left the velcro in place to catch on and tear up clothing. Put back the anti-macassars. Have pillows and blankets for at least a small fee. Stop this crazy bs of allowing pets on board. They can only go in a baggage car, not coach. It's an outrage, an insult to other passengers. Horrendous decision. It violates the rights of other passengers to safe, hypo-allergenic, smell-free quiet rides.

The bathrooms need to be less smelly. The flush water needs something better, and the room needs something to absorb smells.

I'm not sure what else you need to know. I do not fly anymore, I rely on Amtrak for all travel, even though it usually costs too much. I have to use a sleeper and the additional cost is incredible. It used to be so reasonable to have a compartment, a roomette, just $40 or 50 extra. The meals are high-priced for what you get, the menu incredibly limited. The cafe still has unbalanced offerings, particularly west of Chicago. There should be no third-party involved in food and beverages. It should be Amtrak staff only, and only one manager above the food attendant, not several. The stores of food and beverage should be refilled at every major city.

Canadian and European tourists should not be able to laugh at or deride Amtrak service.

Consider the differences between Amtrak and ViaRail service, and if they can provide improvements.

The two-story trains are hazardous, not a good idea. Single-level like the LakeShore Limited is far better.

The FRA or somebody, should be coordinating travel between Amtrak and commuter rail service. There should be through-service and through-ticketing available instead of no information and no coordination. That should increase intercity travel. Many people don't even know how much closer to their destination they could get. There is no nationwide information source on commuter rail that I can find, and it keeps growing. And that includes Canada. What about a train from the US all the way to Mexico City and beyond? What an excursion that would be. How about a train connecting to a ferry to Puerto Rico (and Cuba)? How about connecting the Zephyr to a boat to Hawaii?

I think there should be a northern route from St. Paul to Boston through Canada, and from St. Paul to Kansas City and Texas.

It would also be good if cross-country trains just stopped in Chicago instead of having to change trains. The layovers are far too many hours. They should be no more than three hours, tops. Which means at least two or three trains a day from St. Paul to Chicago.

NEC DEIS Comments - RECORD #967 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Steven

Last Name : Davis

Stakeholder Comments/Issues :

Alternative 1 is a cultural disaster for southeastern New England and should be dropped immediately!!! There is no need to wreck the historic districts of these town that still preserve the early american experience. While no action should be the preferred course, if we had to build a modernized rail system it should go through Hartford as the state is already committed to build that area out economically and this could actually help where as there would be 0 to negative impact of this train on the coast!!!

NEC DEIS Comments - RECORD #771 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Albert

Last Name : De Leon

Stakeholder Comments/Issues :

As someone who has ridden Amtrak from the days of the Metroliner to today's Acela (neither of which qualified as a high-speed train), I think future plans should focus on improving infrastructure, including tracks and bridges, with a goal of establishing high-speed trains between Boston, New York and DC. It will be better for the environment and and for customers. Europe, Japan and China have implemented high-speed rails, and we are, sadly, lagging way behind.

Thanks for soliciting opinions on this important matter.

NEC DEIS Comments - RECORD #2379 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Antoine

Last Name : De Loach

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #882 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Craig

Last Name : Lukezic

Stakeholder Comments/Issues :

Attachments : DE SHPO Comment NEC DEIS.pdf (102 kb)

State of Delaware
Historical and Cultural Affairs

21 The Green
Dover, DE 19901-3611

Phone: (302) 736.7400 Fax: (302) 739.5660

February 11, 2016 SHPO Project Review #: 2012.06.20.01

Ms. Amishi Castelli, Ph.D.
Environmental Scientist
Environmental Science and Engineering Division, V-326
Volpe, the National Transportation Systems Center
U.S. Department of Transportation

Project: DE SHPO Comments on the NEC FUTURE Draft Environmental Impact Statement.

Dear Dr. Castelli:

We appreciate the opportunity to participate in the NEC FUTURE process. As we understand it, the goal of the Tier 1 EIS is to collect enough information for a decision to be made on selecting which alternative to implement in the coming years.

In the submitted document, we find some confusion in comparing the information and chapters. Most of the text in the document states that the Affected Environment, a one mile wide swath, was the primary assessment corridor of the study. When it came to the actual collecting and analysis of data for cultural resources, FRA apparently dropped that unit as unworkable due to the large amounts of data. Instead, we are presented with a small undefined representative corridor. It is stated in section 9.2.1 in appendix E:

> *Only the Representative Routes and associated station footprints for each Action Alternative were used to assess the Environmental Consequences, instead of the broader 1-mile-wide Affected Environment. This modification was made because the number of NRHP-listed resources and NHLs within the Affected Environment in urban areas is vast. Most importantly, the narrower swath yielded more meaningful data about the actual resources that are known to exist in the footprints of Representative Routes and associated stations.*
>
> *The footprints associated with the Representative Routes range from 150 feet to 300 feet wide. Improvements associated with stations and supporting facilities (i.e., tracks, platforms, parking) could flare out beyond the dimensions of the Representative Route.*

SAVING DELAWARE HISTORY

This undercuts any analytical comparison one may do with other environmental variables over space. Without adequate information, it is not clear if FRA can adequately assess indirect effects such as audio, visual or vibration, on historic properties. We need a realistic Area of Potential Effect presented, along with historic properties that are actually mapped in the graphics presented, and representative routes that are developed or defined. Until we have this information we cannot offer a meaningful comment regarding effects or to which alternative should be preferred.

As presented, **Alternative 1** maintains the role of rail as it is today, keeping pace with the level of rail service required to support growth in population. There are vague references to expanding capacity, adding tracks, and relieving key chokepoints in reference to the Newark Station. It is our understanding that planning for improvements at the Newark Station are currently underway, and should be stated as such in this document. Also, there is a reference to new stations to be constructed at Edgemoor and Newport. This option can impact historic properties, but additional details about the project area are needed to properly assess the potential for effects.

Alternative 2 will expand the rail service at a faster pace than the growth in regional population and employment. Along with the new work on the choke points and stations mentioned above, this alternative includes new alignment of track from Aberdeen to Newark. Also mentioned was a Wilmington Bypass of 8 miles in a new corridor or reuse of an existing one along the Shellpot Railroad which contains two historic bridges. According to the data presented, there are no National Historic Landmarks present that will be impacted by Alternative 1 and 2. We disagree with this finding, as three National Landmarks, Holy Trinity Church (Old Swedes), Fort Christina and Howard High School, are close to the current corridor. It should also be noted that Holy Trinity Church and Fort Christina are now included in the First State National Historical Park.

Alternative 3 transforms the role of rail, positioning it as a dominant mode for intercity travelers and commuters across the NEC. Service and infrastructure improvements include upgrades on the existing NEC and the addition of a two-track second spine within the Study Area The atlas appendix portrays this option as a new alignment cutting through Wilmington, but no information is presented on the nature or scope of the undertaking, or the resources affected by it.

As presented in the EIS, the Context Area is a 5 mile wide swath that surrounds the corridor. In section 7.9.5 of the document, the authors express a concern for Nation Historic Landmarks that are within the context area, and present lists of NHLs from various states. However, Delaware's NHLs are not included in the list. Within these parameters, Holy Trinity Church (Old Swedes), Fort Christina and Howard High School should be considered.

Overall, we understand that a Tier 1 EIS cannot provide the specific detail for many of the questions we are asking. We are aware that the upcoming Tier 2 study will include detailed

studies and thus more specific information on currently unidentified historic properties. However, the authors' state in the abstract:

> *The objective of this Tier 1 Draft EIS is to provide sufficient information for the public and agencies to comment on the alternatives and for the FRA to make an informed decision on identifying a Preferred Alternative for NEC FUTURE.*

At this point, we do not feel that the Draft EIS provides sufficient information to evaluate the alternatives' relative potential effects on historic properties. In order for the Final EIS to take historic properties into account in this decision process, and therefore meaningfully contribute to complying with Section 106 of the NHPA and NEPA, we recommend the document should include mapping of all the known historic properties within the Affected Environment Corridor. We need some more information of the representative corridors themselves. For example, will Alternative 3 be at grade or an elevated causeway? The National Historic Landmarks in all Affected Environment Corridors must be included.

If you have any questions, I can be reached at craig.lukezic@state.de.us or (302) 736-7407.

Sincerely,

Craig Lukezic
Archaeologist

cc: Gwen Davis, Deputy SHPO, Division of Historical and Cultural Affairs

NEC DEIS Comments - RECORD #1765 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : kristen

Last Name : deak

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #381 DETAIL

Status : [redacted]
Record Date : 1/29/2016
First Name : Francine
Last Name : Dean
Stakeholder Comments/Issues :

An e-mail has been received regarding your plans for a high speed railway through Garden City and surrounding towns. This plan would destroy Garden City economically, in terms of property values, and aesthetically. I am strongly opposed to this plan.

In addition, it is your obligation to property inform the public of your proposed action which does not seem to be the case!

Francine Dean

[redacted]

Garden City, NY

NEC DEIS Comments - RECORD #380 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : Francine

Last Name : Dean

Stakeholder Comments/Issues :

I strongly object to the plan to run a high speed railway through Garden City and several neighboring towns. This Alternative 3 plan would destroy Garden
City economically, in terms of real estate values, and aesthetically.

NEC DEIS Comments - RECORD #2115 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Dean
Last Name :
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2140 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Paul
Last Name : DeBernardo
Stakeholder Comments/Issues :

you needed to relocate your tracks and come up with a different plan, why ruin something that is a benefit to the community and evironment, look to what can be changed and hope it will be something all will benefit from and want to live with.

NEC DEIS Comments - RECORD #1945 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : MArk
Last Name : DEBisschop
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #858 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Susan

Last Name : DeBlasiis

Stakeholder Comments/Issues :

I am AGAINST a new railway thru the historic town of Old Lyme. This plan would ruin the Historic District and decimate the towns only commercial center!

NEC DEIS Comments - RECORD #588 DETAIL

Status : [redacted]
Record Date : 2/7/2016
First Name : Elissa
Last Name : DeBruyn
Stakeholder Comments/Issues :

Friends of Old Lyme and Lyme!! Have you heard?? Implementing a high-speed railway over the Connecticut River and through the Old Lyme marshland ecosystem will impact ALL of us. Besides the associated taxes and the impact on nearby homes and land which will affect quality of life and property value, think of our fragile marshland ecosystem, home to numerous endangered species such as the osprey we all have grown to know and love! Our osprey population thrives in Old Lyme because we have preserved its home, but implementing this railroad will introduce noise, pollutants, vibrations and habitat fragmentation that will impact the survivorship of this and all marshland species. Others in the Northeast may benefit from the convenience of this railroad at no cost, but it is us, the residents of Old Lyme, who have to bear its destructive burden on our marshland home.

up on, John.

JOHN KENNEL: Okay. I'm John Kennel. I work for the State of Delaware Department of National Resources and Environmental Control.

24

I'm going to invite you and the FRA to explore and study a new alignment from Churchman's Crossing through a new station underneath Rodney Square into the state line with Pennsylvania. Philadelphia has done this to connect Philadelphia Airport with Market East. I think it's a better option for Delaware.

We have opportunities for economic growth into central downtown. With that, there are expected to be lower per capita ecological impacts and costs for services. State support for development in urban areas would relieve pressure on sensitive lands. It is reasonably expected that most urban areas will support the economic viability of rail, and rail would support the economic growth along a new alignment.

Can everybody hear me?

Wilmington Rodney Square is a transit hub, and it has the state's most favorable area

25

for expanding high-rise development as bedrock to support heavy structures is sizably stable; has an active water supply; is close to water, road, and air transportation; ample infrastructure to support additional population for comparatively small environmental costs.

The present ridership through Wilmington has been profitable for over a decade. You can check my sources on that.

And, recently, Congress has considered legislation to allow it to allocates its profits along the Northeast corridor rather than subsidize other areas of the country that are losing money.

And, in addition, this direction south of the station where the alternatives 2 and 3 are proposed, we have a lot of wetlands areas, endangered species, hazardous waste sites, flood plains, and areas subject to sea level. It would not be suitable for additional development.

26

Thank you.

RUBY SEIGEL: Thank you, John.

NEC DEIS Comments - RECORD #158 DETAIL

Status : [redacted]

Record Date : 1/12/2016

First Name : Ronaldo

Last Name : DEGRAY

Stakeholder Comments/Issues :

Please help to restore the Montrealer between Washington, D.C. and Montreal via New Haven, Hartford, Springfield and points north.

NEC DEIS Comments - RECORD #343 DETAIL

Status : [redacted]

Record Date : 1/27/2016

First Name : Ronald

Last Name : DeGray

Stakeholder Comments/Issues :

Alternative 3 please including provisions for travel to points north from Hatford, Springfield, Boston to Montreal!

NEC DEIS Comments - RECORD #2352 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Sarah

Last Name : Deignan

Stakeholder Comments/Issues :

I am a student of the Lyme Academy College of Fine Arts of the University of New Have, and I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus, negatively impact the long standing cultural heritage of Old Lyme, and destroy fragile wetland.

NEC DEIS Comments - RECORD #2947 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Maud
Last Name : Delaney
Stakeholder Comments/Issues :

This plan need more time for those communities that are impacted to have a voice. It is a short sighted, potentially devastating plan with few benefits. I am unalterably OPPOSED to this as it stands now. Please consider more public discussion in this!

DELAWARE COUNTY PLANNING DEPARTMENT

COURT HOUSE/GOVERNMENT CENTER
201 W. Front St. Media, PA 19063

Office Location: Toal Building, 2nd & Orange Sts., Media, PA 19063
Phone: (610) 891-5200 FAX: (610) 891-5203
E-mail: planning_department@co.delaware.pa.us

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MICHAEL F. CULP

LINDA F. HILL
DIRECTOR

January 20, 2016

NEC FUTURE
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York City, New York 10004

Dear Sir/Madam:

I am writing to comment on the Federal Railroad Administration's Draft Environmental Impact Statement (DEIS) for the Northeast Corridor (NEC) Future project.

As it relates to Delaware County, Pennsylvania, the DEIS proposes the following:

- Alternative 2 serving Philadelphia International Airport, bisecting John Heinz National Wildlife Refuge. The majority of the Airport and the Refuge are in Delaware County.
- Alternative 3 serving Philadelphia International Airport (without affecting Heinz Refuge) and Jefferson Station supplementing service to 30th Street Station
- A new regional rail station at Baldwin, Delaware County with highway access to the NEC.

Delaware County supports the proposed direct service to Philadelphia International Airport from the south, especially if it allows regional rail service to use the new lines. SEPTA regional rail stations in Delaware County and Delaware State on the NEC do not have direct Airport service. Riders from the south must take trains on the Wilmington/Newark line to University City station in Philadelphia and transfer to an Airport train to come back out to the Airport.

The County requests that FRA and Amtrak designate Chester, Pennsylvania as a Hub station providing inter-city service. Chester is a city of 34,000 people with excellent highway access and regional rail and bus service. It has major institutions and businesses such as Widener University, Crozer Chester Medical

Center, Harrah's Casino and Racetrack, the Wharf at Rivertown (Class A office space in a former power plant), Talen Energy Stadium (home of Major League Soccer's Union team), and Kimberly Clark paper mill. The City was served by Amtrak's Chesapeake train from 1978 to 1983 and has desired Amtrak service since then for Chester residents, institutions, and businesses.

Reestablishing Amtrak service would align with the City's *Comprehensive Plan – Vision 2020* by moving the City forward by assisting with economic development and contributing to alternative transportation options. Chester currently is undertaking a project to enhance the pedestrian experience and vehicular connections to the Chester Transportation Center (CTC), the train station in the business district. In *Delaware County 2035, the Land Use Policy Framework Plan*, Chester is classified as an Urbanized Center. A Chester Hub station would be consistent with the land use policy "Support urban revitalization
initiatives that improve transit connections and encourage transit-oriented development."

Providing Amtrak service to Chester at the CTC is consistent with the DEIS goal (on page 3-16) to complement local efforts to promote transit-oriented development. Service to Chester is consistent with the Northeast Corridor Commission's goal (see page 1-6 of DEIS) to enhance the integration between transportation investments and local development in corridor communities. Recent studies, including Econsult Solutions' *The Chester Transportation Center & Economic Development – Action Plan* and the Delaware Valley Regional Planning Commission's *Chester City Amtrak Service*, were done to revitalize the Chester business district by utilizing the value of the CTC supplemented with Amtrak service. The CTC is served by seven SEPTA bus routes and other shuttles and taxis.

The County supports the proposal for a Baldwin regional rail station. This station could have direct access to and from I-95 and, with a large parking facility, provide a means for automobile commuters into downtown Philadelphia to park here and take a SEPTA regional rail train into Philadelphia. A station and parking lot here will assist with I-95 construction mitigation in South Philadelphia when that construction occurs. There currently are no stations adjacent to the NEC and I-95 in Delaware County with large park and ride lots to serve this function.

If you have any questions, please contact Thomas P. Shaffer, Manager of Transportation Planning. He can be reached at (610) 891-5217 or shaffert@co.delaware.pa.us.

Very truly yours,

Linda F. Hill
Director

cc: Latifah Griffin, Planning Director, City of Chester
Byron Comati, Director, Strategic Planning and Analysis, SEPTA

NEC DEIS Comments - RECORD #1982 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Anna-Lee

Last Name : Delayo

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Regards,

Anna-Lee Delayo

NEC DEIS Comments - RECORD #275 DETAIL

Status : [redacted]

Record Date : 1/25/2016

First Name : Gennaro

Last Name : DeLena

Stakeholder Comments/Issues :

There needs to be the maximum commitment to rail in the NE corridor. As a user for over forty years I am appalled at the deteriorating condition of rail service. As a retired manager at PHL airport I can tell you that expanded rail service will also ease the burden on major NE airports by providing a fast and reliable alternative to inefficient short haul flights

NEC DEIS Comments - RECORD #1980 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Siciliana

Last Name : Delgafo

Stakeholder Comments/Issues :

I stand my opposition against NEC Alternative 1. Please do not ruin the beautiful history and natural surroundings of Old Lyme, CT, along with its historic art college, Lyme Academy College of Fine Arts. Thank You!

NEC DEIS Comments - RECORD #259 DETAIL

Status : [redacted]

Record Date : 1/24/2016

First Name : Charles

Last Name : Delinks

Stakeholder Comments/Issues :

Ridiculous!
Fix I95 and every other piece of existing vital infrastructure first, then reduce our taxes.
I don't care how much V.P. Biden or Gov. Malloy love riding on trains.
Will ticket sales pay for this?? Ha!!
Our country is $19 Trillion in debt!!!!!

NEC DEIS Comments - RECORD #128 DETAIL

Status : [redacted]

Record Date : 1/10/2016

First Name : Robin

Last Name : Delk

Stakeholder Comments/Issues :

One way to provide better rail service is to enclose the system in see-through plastics and acrylics. Enclosures will prevent weather related delays and track maintenance cost. Drainage systems can also serve as aquifers to transport water and snow-melt to depleted reservoirs and photovoltaics can line the tops to provide electric backup reserves. The system will run quiet and any air pollution can be captured by the ventilation system and treated prior to release or reuse.

NEC DEIS Comments - RECORD #1694 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : geraldine
Last Name : DeLopez
Stakeholder Comments/Issues :

Adamantly opposed to alternative 1. One of the last beautiful places on earth!!!!!

NEC DEIS Comments - RECORD #2978 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Joe

Last Name : DeMarco

Stakeholder Comments/Issues :

Please do not put the line through the Lyme school! Our future should not be to the detriment of our history!

Okay. Since we haven't had you sign up, when you get up to the microphone, just make sure you give your name clearly and your affiliation, if you have one, and we'll be able to note that.

MR. DeMASI: Frank DeMasi, and I'm President of the Association for Public Transportation here in Boston. We're a non-profit and advocate for transportation.

I would like to comment on Alternative 3. Alternative 3 does go to the extent of high-speed rail, and it also adds quite a bit of new right-of-way.

What I find puzzling is that we don't include a north-south rail link through Boston. It's great to see us open up sectors in the western part of Massachusetts and to improve connections to New England that way, but in my mind, improving connections to New England would also include a coastal route. We already have the Downeaster established, but it stops at North Station.

We also have a lot of congestion in Boston because of the need to expand the facilities for maintenance and maintaining the equipment on the ground. A north-south rail link would alleviate at least some of the MBTA's need for space where Amtrak now does the facilities maintenance. So it might also be a good idea to create a north-south rail link, not only for the benefit of the MBTA and northern New England, but to reduce the congestion here in the Boston section.

There's also a move now to improve North and South Stations, but as dead-end terminals. So we would love to see the FRA and proponents for NEC take a positive position on using those funds to, rather than improve just as a band-aid some of the congestion issues at those two terminals, actually make the link between them, which would reduce the environmental impacts in the land use for rail uses and open up development.

Thank you very much.

MS. SIEGEL: Thank you very much. Thank you, Frank.

Does anyone else have anything they would like to say? (No response) And if you choose not to speak in this public forum, there's also the opportunity to make remarks to a private stenographer, or certainly, as Rebecca indicated, send in e-mails or fill out a comment card or go to the website.

If I see no further hands, what I will do is I will close the hearing. We will reopen again at 6:30 with another presentation, but if someone -- if we see that there are several people signing up to speak, we have the opportunity to reopen sooner than that. So -- oh, it's at 6:00. Sorry. The hearing will reopen at 6:00. Thank you. But if we see a cry

NEC DEIS Comments - RECORD #766 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Don
Last Name : Dement
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's /few remaining wild places/I am writing this letter in /_opposition to Alternate 3_ /in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. _/Feasible and less destructive alternatives exist./_

Please choose an alternate that does not disturb a national and beloved

treasure for birds and people.

Sincerely,

/Regards -- Don Dement//
//[redacted]
//[redacted]
//==========/

NEC DEIS Comments - RECORD #135 DETAIL

Status : [redacted]
Record Date : 1/11/2016
First Name : Tammy
Last Name : Leigh DeMent
Stakeholder Comments/Issues :

An aspect of the NEC that is often overlooked is the condition of the landscape surrounding a rail corridor, especially as it enters major cities through old manufacturing corridors. Historically manufacturers, warehouses, transfer companies, etc. built facilities next to rail corridors. With the decline of these industries in cities these properties have been abandoned or at best have fallen into disrepair. This creates a modern day visual experience of blight that does not represent all of the great things happening in cities that are going through transformations. A prime example of this is Philadelphia. The approach to Philadelphia, especially through North Philadelphia, does not represent the upswing of investment, population, and environmental improvements the city is experiencing. Visually the NEC through Philadelphia might dissuade investors; the view out the window is still one of abandoned buildings and vacant property, giving the perception that the city is in a decline. The truth is that the city is more vibrant than ever, with an increase in population and experiencing a building boom.

In the Tier 1 draft, chapter 1.3.3 references the importance of economic growth, community development, and energy & environment. Is there an opportunity within the NEC Future's scope to address visual blight and work in partnership to improve and invest in the visual experience of commuters, tourists, business people, etc. ?

Thanks for your consideration,
Tammy Leigh DeMent

TAMMY LEIGH DEMENT |Associate Director, Civic Landscapes
PHS | Pennsylvania Horticultural Society
100 N. 20th Street - 5th Floor | Philadelphia, PA 19103-1495
p: 215.988.8870
Our Website has a new look! Visit phsonline.org<http://phsonline.org/> and theflowershow.com<http://theflowershow.com/>.

NEC DEIS Comments - RECORD #176 DETAIL

Status : [redacted]
Record Date : 1/14/2016
First Name : Tammy
Last Name : Leigh DeMent
Stakeholder Comments/Issues :

My name is Tammy Leigh DeMent, and I work for the Pennsylvania Horticultural Society (PHS). I am reaching out to you regarding one of PHS's programs called the Civic Landscape Initiative<http://phsonline.org/programs/civic-landscapes>, specifically one of our target areas - The North East Corridor as it travels through Philadelphia. As I read through the NEC Future Tier 1 Draft EIS, I think there may be some synergy with PHS's CLI initiative goals.

I am in the process of putting together a stakeholder meeting to address Philadelphia's NEC visual blight along the corridor. Meeting invitees include representatives of City Council, Amtrak, SEPTA, various cultural institutions, and landowners and integral city agencies along the NEC as it runs through Philadelphia.

I would like to invite an appropriate representative of the NEC Future team. Might you suggest someone for me to speak with?

Regards,
Tammy Leigh

TAMMY LEIGH DEMENT |Associate Director, Civic Landscapes
PHS | Pennsylvania Horticultural Society
100 N. 20th Street - 5th Floor | Philadelphia, PA 19103-1495
p: 215.988.8870
Our Website has a new look! Visit phsonline.org<http://phsonline.org/> and theflowershow.com<http://theflowershow.com/>.

NEC DEIS Comments - RECORD #2598 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Michelle

Last Name : Demery

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1844 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Elizabeth
Last Name : Dempsey
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1509 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Stephanie
Last Name : Denkowicz
Stakeholder Comments/Issues :

I strongly oppose Alternative 1 which would build a new rail bridge between the existing rail bridge and the Baldwin Bridge (I95). The tracks in this location would destroy the historic and exceptionally lovely town of Old Lyme.

NEC DEIS Comments - RECORD #1505 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : LAWRENCE
Last Name : DENORIO
Stakeholder Comments/Issues :

how will these towns be affected, please be specific, and will this create new long term jobs in CT

NEC DEIS Comments - RECORD #2708 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Roberta

Last Name : Denya

Stakeholder Comments/Issues :

Why is the government so anxious to spend money, ruin property values, destroy the environment, all in the name of speed? Oh wait, that's right, because it's all about them! Another example of not giving one hoot what the PEOPLE want. Or deserve.

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Phone Number (609) 292-3600
FAX NUMBER (609) 292-1921

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

January 20, 2016

Ms. Rebecca Reyes-Alicia, Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: Federal Railroad Administration - Northeast Corridor (NEC)
Future Rail Line Improvement Project Including
Trenton, Mercer County to Newark, Essex County
Comments on the FRANEPA Tier 1 Environmental Impact Statement

Dear Ms. Reyes-Alicia:

The New Jersey Department of Environmental Protection's (Department) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, the Federal Railroad Administration (FRA) National Environmental Policy Act (NEPA) required Tier 1 Draft Environmental Impact Statement (EIS) for proposed improvements to the rail lines of the Northeast Corridor through New Jersey between Philadelphia and New York City. The Department offers the following comments for your consideration:

Natural Resources -

In order for the NJ Division of Fish & Wildlife (DFW) to fully assess any potential impacts to plants, fish, and wildlife, please forward the GIS shape files for the any potential impact areas in New Jersey. The Department is concerned that any Green Acres encumbered land may not be fully represented in the Draft EIS and that some State owned lands may be impacted. A pre-application meeting at the NJDEP to discuss these issues would be helpful in resolving these questions. If you have any additional questions, please do not hesitate to call Robin Madden, Assistant Commissioner's Office, Natural & Historic Resources at Robin.Madden@dep.nj.gov or (609) 292-5990.

Historic and Cultural Resources:

The State Historic Preservation Office (HPO) is required to review any project affects to historic and archaeological resources as this project is subject to a NEPA regulatory review which considers effects to cultural resources. The Federal Railroad Administration (FRA) shall continue its' consult with the Historic Preservation Office and any other consulting parties pursuant to Section 106 of the National Historic Preservation Act, and it's implementing regulations, to identify if the proposed NEC Future project area contains any historic properties, and if so, provide an assessment of effects. The HPO looks forward to, additional consultation with the FRA pursuant to Section 106 to better understand the project, alternatives, and NEC Future location(s) to provide informed comment to both the FRA and the Department as well as to develop a Programmatic Agreement.

NJ HPO's cultural resources GIS data is available via NJ Geoweb or direct download at NJ DEP's Statewide Digital Data Downloads. Please also provide GIS shape files to Patty Chrisman (609-984-0850), NJ Transit Historic Preservation Specialist, Historic Preservation Office at the NJ Department of Environmental Protection, Mail Code

501-04B, P.O. Box 420, Trenton, NJ 08625-0420 or via email at Patty.Chrisman@dep.nj.gov . If you have any additional comments, please also contact Vincent Maresca at (609) 633-2395 or vincent.maresca@dep.nj.gov

Thank you again for providing the HPO with the opportunity for review and comment on the potential for this proposed NEC Future undertaking to affect historic and archaeological properties. Please reference the HPO project number assigned to this project (HPO-A2016-200; Log#16-0581-1 & 2), in any future calls, emails, submissions, or written correspondence to help expedite your review and response.

Land Use:

We have reviewed the "Tier 1 Draft EIS", dated November 2015, prepared for the NEC Rail Improvement Program. The EIS addresses the entire NEC Rail Improvement project from Boston to Washington D.C.

It is reasonable to expect that in NJ, the project will require an Individual Freshwater Wetlands Permit (N.J.S.A. 13:9B), a Flood Hazard Area Permit (N.J.S.A. 58:16A) and a Waterfront Development Permit (N.J.S.A 12:5-3).

Three alternative alignments were considered for the overall project. The EIS did not discuss the alternative alignments in NJ in the regulatory context of avoiding wetland or State open water impacts. The regulatory standard for Freshwater Wetland Individual Permits requires a rebuttal of the presumption that an activity has an alternative that does not involve disturbances to freshwater wetlands or State open waters. Any discharge of fill material into more than 5 acres of wetlands would be considered a "major discharge", which is an activity that the Department must transmit to the USEPA for review in accordance with the Department's 1993 MOA with the USEPA regarding assumption of the Federal 404 program.

Mitigation is required pursuant to N.J.A.C. 7:7A-15 in order to compensate for disturbances to wetlands or State open waters authorized by an Individual Freshwater Wetlands Permit.

The project will be required to demonstrate compliance with the regulatory standards for a Flood Hazard Area Permit (N.J.A.C. 7:13) and a Waterfront Development Permit (N.J.A.C. 7:7). Riparian zone mitigation may be required pursuant to N.J.A.C. 7:13 for riparian zone impacts.

If you have any additional questions, please contact Christopher Jones, in the Bureau of Urban Regulation, Division of Land Use Regulation at 609-633-6757.

Site Remediation

The NEPA Tier I Draft EIS for the proposed Federal Railroad Administration's (FRA) Northeast Corridor (NEC) is broad and programmatic in nature, the information required by decision-makers includes "big picture" constraints and opportunities. The Site Remediation Program does not have any specific comments on this draft Document at this time. For future assessments, the FRA should be aware of New Jersey's LSRP program http://www.nj.gov/dep/srp/ and specifically the Site Remediation Program Guidance for Linear Construction Projects http://www.nj.gov/dep/srp/guidance/srra/lc_guidance.pdf. If you have any additional questions, please contact Stephen E. Maybury, Chief, Bureau of Case Management at 609-633-1455.

Stormwater Management

We have reviewed the hydrologic/Water Resources section of the attached Draft EIS for the Northeast Corridor Improvement Project. Based on the information provided the only permits that would be required for this project would be for construction related dewater and I have attached a guidance document detailing information on the types of permits issued by the Bureau. Based on the length of the proposed project and the fact that it will cross various counties and municipalities the applicant would be required to submit an application of some sort for each municipality unless group of municipalities if the dewatering will occur within an area up to three miles on a side. If you have any additional questions, please contact Ken Komar at (609) 633-7021.

Air Mobile Sources

The Bureau of Mobile Sources has reviewed this project and finds no long term diesel impacts due to the extensive if not exclusive use of electrified systems on the NEC within New Jersey. During the construction phase, however, there are likely to be short term diesel impacts due to the use of diesel powered equipment, especially if one of the more ambitions alternatives is chosen. While there is some mention of standard mitigation procedures during construction in the plan, please refer to the following recommendations:

Diesel exhaust contributes the highest cancer risk of all air toxics in New Jersey and is a major source of NOx within the state. Therefore, NJ DEP recommends that construction projects involving non-road diesel construction equipment operating in a small geographic area over an extended period of time implement the following measures to minimize the impact of diesel exhaust:

1. All on-road vehicles and non-road construction equipment operating at, or visiting, the construction site shall comply with the three minute idling limit, pursuant to N.J.A.C. 7:27-14 and N.J.A.C. 7:27-15. Consider purchasing "No Idling" signs to post at the site to remind contractors to comply with the idling limits. Signs are available for purchase from the Bureau of Mobile Sources at 609/292-7953 or http://www.stopthesoot.org/sts-no-idle-sign.htm.

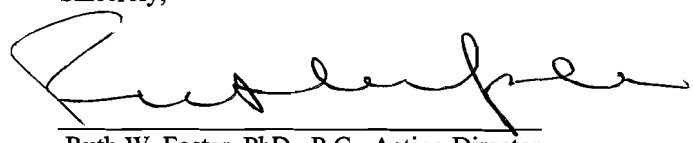
2. All non-road diesel construction equipment greater than 100 horsepower used on the project for more than ten days should have engines that meet the USEPA Tier 4 non-road emission standards, or the best available emission control technology that is technologically feasible for that application and is verified by the USEPA or the CARB as a diesel emission control strategy for reducing particulate matter and/or NOx emissions.

3. All on-road diesel vehicles used to haul materials or traveling to and from the construction site should use designated truck routes that are designed to minimize impacts on residential areas and sensitive receptors such as hospitals, schools, daycare facilities, senior citizen housing, and convalescent facilities

If you have any questions, please contact Jeff Cantor at (609) 292-2232.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on the Natural Resources Review for the proposed project. Please contact me at the above number if you require additional information.

Sincerely,



Ruth W. Foster, PhD., P.G., Acting Director
Permit Coordination and Environmental Review

Enclosure

c. John Gray, NJDEP-Deputy Chief of Staff
Ken Komar, NJDEP-Stormwater
Patty Chrisman, NJDEP- NHRG SHPO
Robin Madden, NJDEP-NHRG
Judeth Yeany, NJDEP-Green Acres
Christopher Jones, NJDEP-Land Use
Kelly Davis, NJDEP NHRG F+W
Jeff Cantor, NJDEP-Air Mobile Sources
Angela Skowronek, NJDEP-Air Planning and Conformity
Steve Maybury, NJDEP-SRP

Revised 8/2015

Bureau of Water Allocation & Well Permitting
Construction Related Dewatering Guidance

Various permits and approvals may be required for construction related dewatering activities from the Well Permitting and Water Allocation Permitting sections in the Bureau of Water Allocation and Well Permitting. Permits required are site and project specific.

Well Permitting

An approved Well Permit is required for dewatering wells or dewatering well points which are 25 feet or more in total depth or are 6 inches or more in borehole diameter. All drilling activity shall be performed and completed by a New Jersey licensed well driller of the proper class. N.J.A.C. 7:9D – 1.11(g) 5.

Water Allocation

If construction related water use (including trench dewatering) is required at rates exceeding 70 gallons per minute or greater pumping capacity from a single source or combination of sources in the same municipality then that activity would be regulated. Potential regulatory mechanisms include:

Diversion of more than 100,000 gallons of water per day ($\geq$ 70 gpm) for less than 31 days in a consecutive 365 day period- Short Term Water Use Permit-by-Rule (BWA-003) /Short Term Water Use Report (BWA-004), N.J.A.C. 7:19 – 2.17(a).

Diversion of more than 100,000 gallons of water per day ($\geq$ 70 gpm) from a confined area/space (coffer dam) – Dewatering Permit-by-Rule (BWA-005), N.J.A.C. 7:19 – 2.17(b).

Diversion of more than 100,000 gallons of water per day ($\geq$ 70 gpm) for more than 30 days in a consecutive 365 day period – Temporary Dewatering Permit (BWA-002), N.J.A.C. 7:19 – 2.3.

Diversion of less than or equal to 100,000 gallons of water per day at pumping rates of more than 70 gpm or larger – Water Use Registration (DWR-188), N.J.A.C. 7:19 – 2.18.

In addition –

Horizontal directional drilling – as this is part of the pipeline construction it would be included within the scope of the applicable regulatory mechanism for the project.

Pipeline pressure testing – water used for pressure testing pipeline segments has historically been done under a Short Term Water Use Permit-by-Rule (BWA-003)/Short Term Water Use Report (BWA-004), N.J.A.C. 7:19 –2.17(a).

Applicability – If the project is located in close proximity to a salt water body (ocean, bay, coastal river, salt water marsh) the native ground water and water in the adjacent water body should be checked for: chlorides and salinity. Water Allocation Permitting does not apply to diversions of salt water except where the Department determines that the diversion and the resultant usage may affect utilization of fresh water in accordance with N.J.A.C. 7:19 –1.4(a)2. Salt water is defined as water containing a chloride concentration in excess of 10,000 mg/L. N.J.A.C. 7:19-1.3

For additional information see – www.nj.gov/dep/watersupply

or contact – Bureau of Water Allocation and Well Permitting
Mail Code 401-04Q
P.O. Box 420
Trenton, New Jersey 08625-0420
(609)984-6831

NEC DEIS Comments - RECORD #781 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Margaret Jane

Last Name : DeRisio

Stakeholder Comments/Issues :

Stop Alternative One through Old Lyme.
Extend the comment period by at least 6 months

MJ DeRisio
Old Lyme, CT

NEC DEIS Comments - RECORD #773 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Margaret J.

Last Name : DeRisio

Stakeholder Comments/Issues :

Alternative One will adversely impact Old Lyme by:

_ cutting through our Historical District

_ permanently alter our open spaces, conservation land wetlands, and natural habitats

_ destroy our Art College, and K-12 school campuses

_impose hardships on property owners and negatively impact the Town's tax base

Stéphane De Roche. And I apologize in advance for anyone's name that I mispronounce. You can correct it when you come up.

STÉPHANE DE ROCHE: I might not be able to do it in three minutes.

RUBY SEIGEL: Well, I'll be lenient with you. Let's see. How much time do you need? Five?

STÉPHANE DE ROCHE: At least five. Yes.

RUBY SEIGEL: All right. You got five. Come on up.

STÉPHANE DE ROCHE: Up here or there?

RUBY SEIGEL: All right. Stéphane, just introduce yourself.

STÉPHANE DE ROCHE: Well, my name is Stéphane De Roche. I'm on behalf of the American Institute for Electric Transportation and Graviton Dynamics, Incorporated.

The project is really much -- very much needed. And I think in order to avoid future expansion, we should look at the project again from a very holistic perspective. This one like, for example, you can hear my accent. In New York, for example, we can't connect to another country from another country. I would like it to make a provision to go all the way to Montreal. And then from -- from Virginia all the way south.

You know, I think United States is developing very, very fast, and we need to cover at least the East Coast.

Where I come from for example, with my project, I'm an inventor as well. I invented an electric train for the state of Delaware where the train itself becoming great. All the last eight, ten years, I was struggling because my project are not welcome because it needs a lot of explanation. And I say in five minutes, I cannot tell you how is my technologies working.

But the train which I advocate for for the state of Delaware, state of Delaware does not have artery like other states. I consider this project as an artery, and we need to have veins and capillaries to join it. And without it, we don't have a full, successful project.

This is how I see it. For the state of Delaware, I have a map how I also connect with Wilmington and with D.C. So this is where I come from, and I would like to see -- like if

somebody want to participate with me or try to form a consortium to welcome the issue, because my project is not for the state of Delaware only. It can work in any state in the United States, among the 50 states. And thank you very much.

RUBY SEIGEL: Well, thank you very much. That was -- that was good. Thank you.

Is there anyone else who --

STÉPHANE DE ROCHE: Can I make comment on the gentleman?

RUBY SEIGEL: Of course, you can. Come on up.

STÉPHANE DE ROCHE: My name again, Stéphane De Roche.

Our economy is fundamentally based on oil. As long we think this mentality that our life is intertwined with oil, we will not progress.

Now, with that environment, with the

45

greenhouse gases, we have a target. We have to achieve it.

So another way, we go back to the holistic approach. How can we reconcile the two things? For me, having diesel, oil or anything that power train is not a solution.

Now, with the type of train I'm proposing, we don't have even cables. We don't -- we are almost wireless all the way. I mean, this is the technology what I'm proposing to substitute an old and dying regime.

I'm sorry that Amtrak need to be to -- continue the business they are doing, but allow the new technology to emerge. We are not fighting with Amtrak. We are a newcomer on the block.

In our type of a train, actually we don't interact with Amtrak. And I think I do believe that the freight in the United States is the nerve of commerce. So we need to leave them alone. If we are trying to bring passenger

46

train, we should never interact with them. With any freight. And that was save accident, pollution, and other things till they modernize.

We give them the chance to modernize at the same time we need our chance the new technology to emerge and not to be pushed down. That's how I see it, because the technology is so beautiful in a way that -- can you imagine that you're riding a train and you don't see any cable? And everything is wireless, and you are completely comfortable, having your cup of coffee, using your work, your laptop, and everything is available on the same train.

So, like I said, I am in favor of a complete modernization of the system and leaving Amtrak the way they are and the freight as they

are. We should not even pass near them. We should be far away from them as much as possible, and that's my approach.

Thank you.

RUBY SEIGEL: Thank you. Okay. Is

there anybody else who would like to make a comment?

Okay. So at this point I'm going to close the public comment portion of this hearing.

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.

NEC FUTURE

(1) You need two stations - west and east side in Manhattan.

(2) What is the impact of a La Guardia ~~Airport~~ entrance on the NEC.

Name: Tony DeSantis

Address:

Email: tonydesantis@[redacted]

NEC FUTURE

Place
Stamp
Here

NEC FUTURE
U.S. DOT, Federal Railroad
Administration
One Bowling Green, Suite 429
New York, NY 10004

NEC FUTURE

Comment Card

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at **www.necfuture.com** or via email to **comment@necfuture.com.**

Thank you for your interest and input!

NEC DEIS Comments - RECORD #2753 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Ann

Last Name : de Selding

Stakeholder Comments/Issues :

Alternative 1 would totally decimate the town of Old Lyme, leveling a critical blow to one of the finest arts communities in the country. The citizens of CT will pay far too heavy a price for little to no gain, as will the citizens of East Lyme and the environment.

NEC DEIS Comments - RECORD #2637 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Elizabeth

Last Name : Desi

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I think you should consider other options that won't destroy this phenomenal educational community, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. Please consider other options that will not have such an impact on this very special community.

NEC DEIS Comments - RECORD #887 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Elene
Last Name : Desillier
Stakeholder Comments/Issues :

The environmental and economical impact of Tier 1 would be devastating for the town of Old Lyme. Maintain the rail infrastructure that is already in place.
Drop Tier 1 from NEC plan.

NEC DEIS Comments - RECORD #123 DETAIL

Status : Pending

Record Date : 1/7/2016

First Name : Bob

Last Name : DeSimone

Stakeholder Comments/Issues :

Go with alternative 3!

NEC DEIS Comments - RECORD #3062 DETAIL

Status : [redacted]

Record Date : 2/17/2016

First Name : Zack

Last Name : DesJardins

Stakeholder Comments/Issues :

Please see attached PDF. I also used the website because I could not load graphics.

Zack DesJardins

Attachments : NEC Public comment.pdf (178 kb)

Public comment on NEC plan

Frankly, this study is thoroughly disappointing. Amtrak already plans to beat some of the projected travel times by spending 97.7% less than FRA proposed. Unusually, ***doing nothing*** is the most profitable option while investing billions more money generates lower returns. Profits are important because they will finance most of the NEC's improvements. There are numerous unnecessary costs. Even if by some miracle, the most expensive option was selected, ridership would increase marginally compared to the alternatives and doing nothing.

First, Amtrak will achieve some of the results of Alternative 1 and 2 with its new Acela II high speed trainsets. The Amtrak request for proposal states that these trains will travel between New York and Washington in 2 hours, 21 minutes. For $116-121 billion, Alternative 2 will achieve 2 hours, 26 minutes or five minutes SLOWER than what Amtrak already plans to do for $2.7 billion.

Second, I wanted to highlight that the operating profit for the no build option or *doing nothing* is higher than all of the alternatives and double the most expensive alternative. In your study, *doing nothing* will yield the greatest return on investment. *Doing nothing* actually doubles Amtrak's 2014 profit on the Northeast Corridor to $975 million while the most expensive alternative—$252-293 billion—generates a profit only 16% more than Amtrak earns today.

Profit (millions)					
	Amtrak 2014	Doing nothing	Alternative 1	Alternative 2	Alternative 3
Revenue	$1.229	$1.895	$2.065	$2.525	$2.740
Cost	$0.744	$0.920	$1.220	$1.850	$2.165
Profit	$0.485	**$0.975**	$0.845	$0.675	**$0.575**

Source: 9.Evaluation of Alternatives.pdf (pdf page 43)

In addition, the average profit per passenger goes down despite more riders. Again, despite investing $252-293 billion for Alternative 3, the average profit per passenger drops by 283% compared to 2014 and even more compared to *doing nothing*.

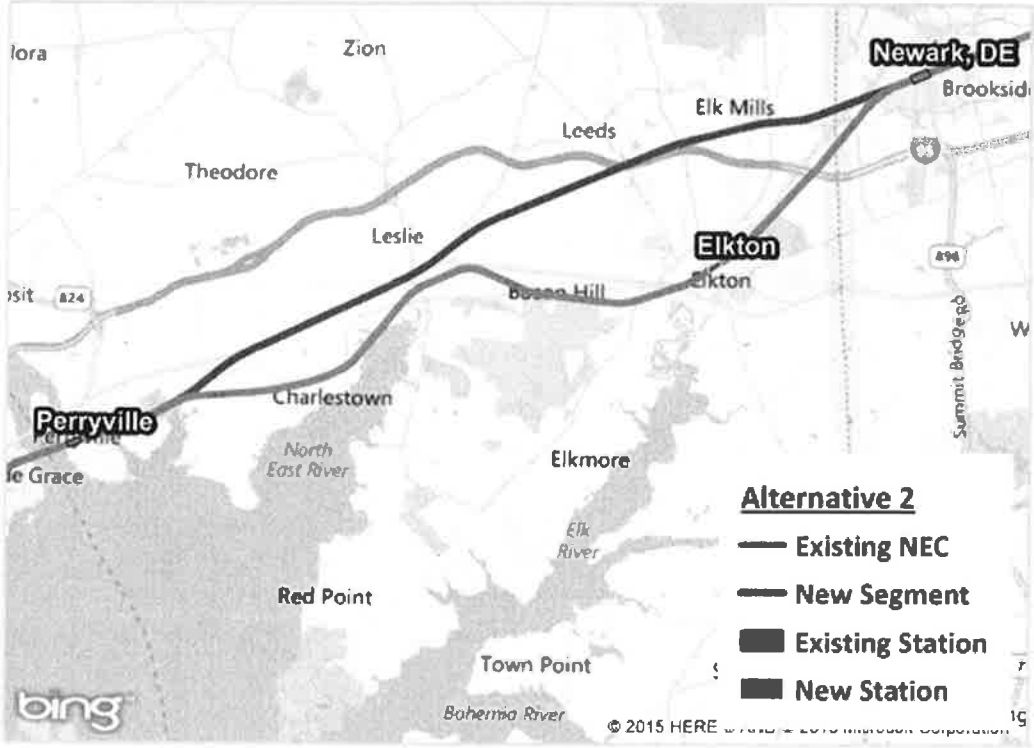
Profit per passenger goes down despite increased ridership					
	2014	Doing nothing	Alternative 1	Alternative 2	Alternative 3
Average Profit per passenger	$41.81	$50.52	$25.07	$18.19	$14.74

Source: 9.Evaluation of Alternatives.pdf

Third, operating profit is important because Amtrak, the owner of most of the Northeast Corridor, has stated that those profits will be the key funding source for infrastructure upgrades. In fact, Congress agreed when it wrote in the *FAST Act* that Amtrak should break out its operating profits for the Northeast Corridor to do exactly that. By comparing profits to infrastructure costs, it will take about 20 years for operating profits to pay off capital costs for

doing nothing, 62 years for Alternative 1, 172 years for Alternative 2 and 438 years for Alternative 3. Those years exclude the cost of interest and used the lowest capital cost estimates so those years are lower than expected.

Fourth, this study has numerous unnecessary costs. One example in Alternative 2 calls for realigning track between Perryville, MD and Newark, DE. The rationale for straightening track is to increase speed and reduce travel time. In Alternative 2, trains will travel a maximum of 160 mph. However in 2012, Amtrak has tested its Acela train at 165 mph on this exact track and the only barrier to traveling at 160 mph today are the old overhead wires (catenary). Replacing those wires on this track would cost about $400-500 million. Even though trains have been tested at 160 mph on this track, Alternative 2 would spend billions to achieve a result we could get for millions.



Source: 4. Alternatives Considered.pdf (pdf page 72 Figure 14-4)

Other unnecessary costs include a downtown Baltimore station and tunnel which Amtrak has expressly rejected, a tunnel under the Long Island Sound, a tunnel paralleling an existing, underused tunnel in downtown Philadelphia, a route through rural inland Connecticut to connect cities which have little travel demand between them, a tunnel under New York City's Upper East Side which home to two of the most expansive tunnels ever built, a new station at Philadelphia Airport which already has an airport rail station, and many of the new routes skip some of the fastest existing track in Rhode Island and Massachusetts.

Fifth, billions more in infrastructure costs generates comparatively little additional ridership. For $19.9 billion to *do nothing*, intercity ridership increases by one third. For $52-54 billion under Alterative 1, intercity ridership increases by about half compared to *doing nothing* and the

number of commuters increases by about 12%. For $116-121 billion under Alternative 2, intercity ridership rises 9% more than Alternative and commuters rise by 3%. For $252-293 billion, intercity passengers rise a mere 5% compared to Alternative 2 and commuters rise by 9%.

Ridership (millions)					
	2014	Do nothing	Alternative 1	Alternative 2	Alternative 3
Intercity passengers	11.6	19.3	33.7	37.1	39.0
Commuter passengers	NA	419.8	474.5	495.4	545.5
Total	101.6	439.1	508.2	532.5	584.5

Finally, below is a chart which manages to combine what the report does **not**, lay out profits, infrastructure cost and ridership to help the layman easily compare benefits to costs. While faster trains, increased capacity and additional infrastructure are vital for the Northeast Corridor, poorly done studies such as these undermine the case for those dearly needed improvements.

Combined chart					
	2014	Do nothing	Alternative 1	Alternative 2	Alternative 3
Revenue	$1,229,000,000	$1,895,000,000	$2,065,000,000	$2,525,000,000	$2,740,000,000
Cost	$744,000,000	$920,000,000	$1,220,000,000	$1,850,000,000	$2,165,000,000
Profit	$485,000,000	**$975,000,000**	$845,000,000	$675,000,000	**$575,000,000**
Avg Profit per passenger	$42	$51	$25	$18	$15
Infrastructure cost		$19,900,000,000	$52,000,000,000–54,000,000,000	$116,000,000,000–$121,000,000,000	$252,000,000,000–$293,000,000,000
Trainset cost			$3,000,000,000	$5,000,000,000	$6,000,000,000
Intercity passengers	11,600,000	19,300,000	33,700,000	37,100,000	39,000,000
Commuter passengers	NA	419,800,000	474,500,000	495,400,000	545,500,000
Total	11,600,000	439,100,000	508,200,000	532,500,000	584,500,000

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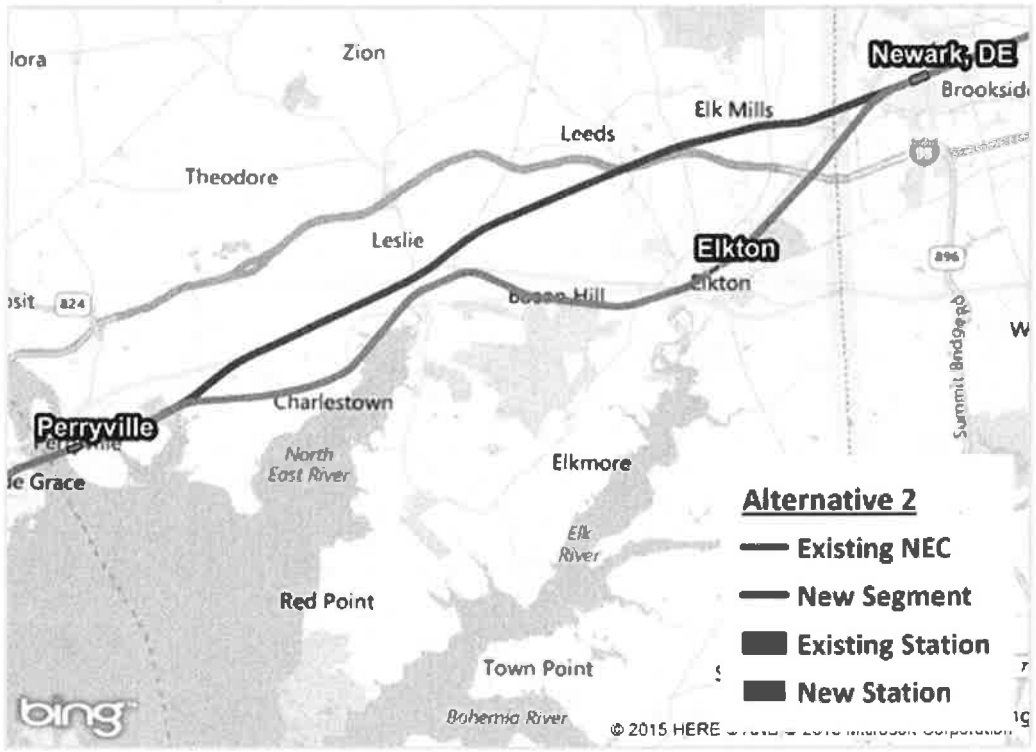

Source: 4. Alternatives Considered.pdf (pdf page 72 Figure 14-4)

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Revenue	$1,229,000,000	$1,895,000,000	$2,065,000,000	$2,525,000,000	$2,740,000,000
Cost	$744,000,000	$920,000,000	$1,220,000,000	$1,850,000,000	$2,165,000,000
Profit	$485,000,000	**$975,000,000**	$845,000,000	$675,000,000	**$575,000,000**
Avg Profit per passenger	$42	$51	$25	$18	$15
Infrastructure cost		$19,900,000,000	$52,000,000,000– 54,000,000,000	$116,000,000,000– $121,000,000,000	$252,000,000,000– $293,000,000,000
Trainset cost			$3,000,000,000	$5,000,000,000	$6,000,000,000
Intercity passengers	11,600,000	19,300,000	33,700,000	37,100,000	39,000,000
Commuter passengers	NA	419,800,000	474,500,000	495,400,000	545,500,000
Total	11,600,000	439,100,000	508,200,000	532,500,000	584,500,000

NEC DEIS Comments - RECORD #3048 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Zack
Last Name : DesJardins
Stakeholder Comments/Issues :

Frankly, this study is thoroughly disappointing. Amtrak already plans to beat some of the projected travel times by spending 97.7% less than FRA proposed. Unusually, doing nothing is the most profitable option while investing billions more money generates lower returns. Profits are important because they will finance most of the NEC's improvements. There are numerous unnecessary costs. Even if by some miracle, the most expensive option was selected, ridership would increase marginally compared to the alternatives and doing nothing.

First, Amtrak will achieve some of the results of Alternative 1 and 2 with its new Acela II high speed trainsets. The Amtrak request for proposal states that these trains will travel between New York and Washington in 2 hours, 21 minutes. For $116-121 billion, Alternative 2 will achieve 2 hours, 26 minutes or five minutes SLOWER than what Amtrak already plans to do for $2.7 billion.

Second, I wanted to highlight that the operating profit for the no build option or doing nothing is higher than all of the alternatives and double the most expensive alternative. In your study, doing nothing will yield the greatest return on investment. Doing nothing actually doubles Amtrak's 2014 profit on the Northeast Corridor to $975 million while the most expensive alternative—$252-293 billion—generates a profit only 16% more than Amtrak earns today.

Profit (millions)
Amtrak 2014Doing nothingAlternative 1Alternative 2Alternative 3
Revenue$1.229 $1.895 $2.065 $2.525 $2.740
Cost $0.744 $0.920 $1.220 $1.850 $2.165
Profit$0.485 $0.975 $0.845 $0.675 $0.575
Source: 9.Evaluation of Alternatives.pdf (pdf page 43)

In addition, the average profit per passenger goes down despite more riders. Again, despite investing $252-293 billion for Alternative 3, the average profit per passenger drops by 283% compared to 2014 and even more compared to doing nothing.

Profit per passenger goes down despite increased ridership
2014Doing nothingAlternative 1Alternative 2Alternative 3
Average Profit per passenger$41.81 $50.52 $25.07 $18.19 $14.74
Source: 9.Evaluation of Alternatives.pdf

Third, operating profit is important because Amtrak, the owner of most of the Northeast Corridor, has stated that those profits will be the key funding source for infrastructure upgrades. In fact, Congress agreed when it wrote in the FAST Act that Amtrak should break out its operating profits for the Northeast Corridor to do exactly that. By comparing profits to infrastructure costs, it will take about 20 years for operating profits to pay off

capital costs for doing nothing, 62 years for Alternative 1, 172 years for Alternative 2 and 438 years for Alternative 3. Those years exclude the cost of interest and used the lowest capital cost estimates so those years are lower than expected.

Fourth, this study has numerous unnecessary costs. One example in Alternative 2 calls for realigning track between Perryville, MD and Newark, DE. The rationale for straightening track is to increase speed and reduce travel time. In Alternative 2, trains will travel a maximum of 160 mph. However in 2012, Amtrak has tested its Acela train at 165 mph on this exact track and the only barrier to traveling at 160 mph today are the old overhead wires (catenary). Replacing those wires on this track would cost about $400-500 million. Even though trains have been tested at 160 mph on this track, Alternative 2 would spend billions to achieve a result we could get for millions.

Source: 4. Alternatives Considered.pdf (pdf page 72 Figure 14-4)

Other unnecessary costs include a downtown Baltimore station and tunnel which Amtrak has expressly rejected, a tunnel under the Long Island Sound, a tunnel paralleling an existing, underused tunnel in downtown Philadelphia, a route through rural inland Connecticut to connect cities which have little travel demand between them, a tunnel under New York City's Upper East Side which home to two of the most expansive tunnels ever built, a new station at Philadelphia Airport which already has an airport rail station, and many of the new routes skip some of the fastest existing track in Rhode Island and Massachusetts.

Fifth, billions more in infrastructure costs generates comparatively little additional ridership. For $19.9 billion to do nothing, intercity ridership increases by one third. For $52-54 billion under Alterative 1, intercity ridership increases by about half compared to doing nothing and the number of commuters increases by about 12%. For $116-121 billion under Alternative 2, intercity ridership rises 9% more than Alternative and commuters rise by 3%. For $252-293 billion, intercity passengers rise a mere 5% compared to Alternative 2 and commuters rise by 9%.

Ridership (millions)
2014Do nothingAlternative 1Alternative 2Alternative 3
Intercity passengers11.619.333.737.139.0
Commuter passengersNA419.8474.5495.4545.5
Total101.6439.1508.2532.5584.5

Finally, below is a chart which manages to combine what the report does not, lay out profits, infrastructure cost and ridership to help the layman easily compare benefits to costs. While faster trains, increased capacity and additional infrastructure are vital for the Northeast Corridor, poorly done studies such as these undermine the case for those dearly needed improvements.

Okay. Is there anyone else? Tony?

TONY DESTANTIS: Yes. Just want to make one comment.

RUBY SIEGEL: Just make sure that's -- Tony, hold on a second. Just make sure you get to the mike.

TONY DESTANTIS: I will get to the mike. Hi.

RUBY SIEGEL: There you --

TONY DESTANTIS: Tony DeSantis. I'm with the Delaware Valley Association of Rail

Passengers in Philadelphia, DVARP.

One of the things that I would like to see happen is the connection between MARC and SEPTA through the -- this is why we need -- this is why we need a four-track crossing over the Susquehanna River. We need to have a two-tiered section. We need to have commuter rail going from Washington to New York through New Haven just as we need high-speed rail as well, because I really think that we need some cheap trains throughout the corridor. And that's my comment.

RUBY SIEGEL: Excellent. Thank you very much.

Is there any other first-time commenter in the audience? Okay. Seeing none, I'll -- Scott, would you like to make another comment?

NEC DEIS Comments - RECORD #495 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Diane

Last Name : Deutermann

Stakeholder Comments/Issues :

We are vehemently opposed to the plan to run a high speed train through the heart of Old Lyme. We are a small historic community of museums, schools and colleges, and environmentally sensitive wetlands.

Guy and Diane Deutermann

NEC DEIS Comments - RECORD #1015 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name :

Last Name : Deutermann

Stakeholder Comments/Issues :

We are vehemently opposed to the plan to run train tracks through the village of Old Lyme CT.

NEC DEIS Comments - RECORD #395 DETAIL

Status : [redacted]

Record Date : 1/30/2016

First Name :

Last Name : Deutermann Family

Stakeholder Comments/Issues :

We are emphatically opposed to having a train run through the historic village of Old Lyme, CT.

NEC DEIS Comments - RECORD #1269 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Megan

Last Name : Devaney

Stakeholder Comments/Issues :

I oppose the building of a new railroad bridge over the ct river causing much change to old Lyme!

Name Mary Davins
Address [redacted]
City [redacted]

Date: 2/9/2016

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: Federal Rail Administration NEC Draft Plans

To Whom It May Concern:

As a resident of the Town of Old Lyme, I am submitting testimony in opposition to the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement "Alternative 1" proposal. My concern lies in the fact that this proposal will significantly alter my livelihood and decimate my community.

Moving the Amtrak tracks inland through Old Lyme would have severe social and environmental impacts on our town. As "Alternative 1" currently stands, these impacts would include the potential for destruction of homes, businesses, and the Old Lyme Historic District (which includes our town hall, schools, library, art galleries, shops, homes, the Florence Griswold Museum, and the Lyme Academy of Fine Arts) and it would have significant environmental impacts such as additional pollution and the removal of wetlands, open space, and natural resources.

I therefore request that the proposed rail changes that affect Old Lyme be removed from 'Alternative 1' and I urge you to look at other solutions regarding improving the Northeast Corridor. Thank you.

Sincerely,

Mary S Davins

Additional Comments:

CC: Congressman Joe Courtney, Senator Chris Murphy, Senator Richard Blumenthal, DOT Commissioner James Redeker

NEC DEIS Comments - RECORD #1242 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Mary

Last Name : Devins

Stakeholder Comments/Issues :

There is not doubt that the US needs efficient, effective and affordable public transportation. AMTRAK is the major rail corridor on the east coast and sorely needs improvement. To achieve that end, however, it is not necessary to eradicate an historic small town and the precious environmental infrastructure that we strived to maintain. AMTRAK lied about ACELA and its impact. Former Govenor Abe Ribicoff fought to keep the lower CT river valley pristine to be considered national resource and treasure. There must be other alternatives to improve transportation on the northeast corridor with less devastating impact on towns and the environment.

NEC DEIS Comments - RECORD #1966 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Sadie Davidson

Last Name : DeVore

Stakeholder Comments/Issues :

You cannot interfer with the river's bird santuary. You can not interfer with the historical facilites. The struggle is very difficult. The railroad will need to develop into space North of route 95. Each inch in A A Land preserves is sacred. Do not touch it...do not think about it.

Yes we love your, our railboard. But keep it in its place...away from the three art reservations in existence.

The river is sacred. The highway leads through the hilly farmlands of connecticut...

NEC DEIS Comments - RECORD #92 DETAIL

Status : [redacted]
Record Date : 12/25/2015
First Name : Anish
Last Name : Dharia
Stakeholder Comments/Issues :

The Tier 1 Draft EIS provides excellent ideas on improving rail service on the north-east corridor.

I believe Alternative 2 is best compromise in terms of service expansion, reduction of travel times, and cost of construction. Alternative 2 also provides provision for future growth. It is not quite world class with 91 mph average speed from Boston to DC but still 50% better than current average speed of just 63 mph.

No action alternative and alternative 1 do not provide sufficient upgrades for existing infrastructure needs and for any future growth. No action and alternative 1 should be not considered as viable options.

Alternative 3 will bring America into the 21st century with separated HSR tracks. This system has been used world wide. The costs are significantly higher but it seems the revenues will not be much higher than Alternative 2. Also, the study lists travel times from DC to Boston as 5 hours 10 minutes (same as alternative 2). The travel time should only 3 hours 20 minutes.

I also believe Long Islanders will not allow the project to built in their towns.
However, I firmly believe Alternative 3 will make America competitive with the rest of the world.

The cost difference between Alt 2 and Alt 3 warrants the FRA to consider another alternative. May be an alternative without the second spine but with separated HSR tracks.

NEC DEIS Comments - RECORD #307 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : Paul

Last Name : Di

Stakeholder Comments/Issues :

I am voicing my STRONG OPPOSITION to Alternative 3 proposal. This incredibly expensive option would destroy thousands of property values, cause the displacement of dozens of families from their homes, and offer no clear value to the citizens of Long Island. I implore the FRA to strike Alternative 3 from its planning process and to focus its precious resources on more urgent NEC upgrades (such as tunnels in and out of Manhattan).

NEC DEIS Comments - RECORD #1032 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Sarah

Last Name : Diamond

Stakeholder Comments/Issues :

I oppose yet another bridge at the mouth of the Connecticut River and slicing through the center of the town of Old Lyme, which is already bifurcated by I-95. Please reconsider for the sake of the environmental and social detriment to the community.

NEC DEIS Comments - RECORD #2737 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

The Diamond-WambyHousehold
[redacted]
Old Lyme, CT 06371

12, February 2016

U.S. DOT FederalRailroad Administration

To whom it may concern:

We are writing as afamily to voice our opposition to NRC Future Alternative 1. As residents of Old Lyme we want to add oursupport to the voices at town hall and
all of the organizations in town whowrote to you against the plan on February 10, that letter enumerates very wellthe burden to our community the proposed plan would bring.

NEC Future Alternative 1would be the death knell for the town of Old Lyme. The noise and emissions pollution would makethe most historic section of town unlivable.
The pollution of the LieutenantRiver would contribute to the poisoning of the wells we all use, again, makingthe town unlivable. After 250 years of settlement our historic homes
would haveno value. Life for the flora, fauna and citizens will be irreparably damaged.

We request that the NECFuture Alternative 1 be removed from further consideration.

Sincerely,

Stephen M. Diamond
Mary A. Wamby
Sarah E. Diamond
Sophie A. Diamond

NEC DEIS Comments - RECORD #656 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Joanne

Last Name : DiCamillo

Stakeholder Comments/Issues :

To whom it may concern:

Attached is a letter with my comments regarding the Tier 1 Draft EIS, Alternative 1, NEC FUTURE Plan.

Thank you for your consideration. I look forward to your response.

Sincerely,

Joanne DiCamillo, Old Lyme Connecticut

February 9, 2016

Re: NEC FUTURE Tier 1 Draft EIS

To Whom It May Concern:

My name is Joanne DiCamillo, Chairman of the Old Lyme Tree Commission and a former member of the Historic District Commission. I am writing to express my apprehension and opposition to the Tier 1 draft EIS, Alternative 1, for the NEC, the plan to move the path of the existing train tracks in Old Lyme Connecticut to the historic village center.

Old Lyme is a treasure; beloved by its residents, admired by tourists, who appreciate the historical, cultural and ecological attributes that characterize our beautiful town. This plan will significantly impact our way of life and our economy. The busy shopping center, where the post office, grocery store, pharmacy, cleaners and several small businesses are located, is the lifeblood of our community. The Home of American Impressionism-Florence Griswold Museum, Lyme Art Association and Lyme Academy College of Fine Arts are the anchors of a renowned art tradition that distinguish our town and the region. The Old Lyme Inn and the Bee and Thistle Inn are important components of that tradition. Many groups have worked tirelessly over the years to protect and restore these structures and the landscape that surrounds them along with the historic homes and buildings that line our main street.

Rerouting the train tracks will impact the longest river in New England, the 410 mile long Connecticut River and its watershed. Old Lyme lies at the environmentally sensitive mouth of the river where it flows into Long Island Sound. The river and its adjacent tributaries, salt marshes and fresh water wetlands are teeming with wildlife, migratory fish, birds, threatened and endangered species. The islands within it, and the banks beside it provide breeding grounds for nesting birds while natural vegetation helps to prevent erosion. The entire river system has the distinction of being named America's first and only National Blueway and is included in the U. S. Fish and Wildlife Service National Wildlife Refuge System. What happens in this area could have an adverse effect on the entire watershed, and damage the great progress of dedicated conservation groups and individuals within our town and the state to educate and protect wildlife habitat and the environment. The river is an extraordinary place for recreation, utilized by residents and visitors alike, who fish and kayak in the waters and hike, walk, and picnic on its banks. Tourists are drawn to the river to view its awesome beauty year-round. Swallow cruises and eagle trips are a common sight in fall and winter.

When one considers the size, cost and scope of this project, the number of scheduled public hearings in Connecticut was limited and certainly not convenient to the residents of southeastern Connecticut.

I recognize that with the upgrades in the transportation system, travel time will be reduced between the cities of New York and Boston, making travel easier and faster for future commuters. But have you really considered the future of the small communities that lie between them? The savings in time will come at a tremendous cost to our villages, neighborhoods and natural resources.

I urge you to develop a new strategy. Come visit our town, tour the Connecticut River, and listen to our comments before a decision is finalized.

With concern for the heritage, the habitat, the economy and future of the Old Lyme community,
I strongly oppose this plan.

Cc: Senator Chris Murphy
Cc: Senator Richard Blumenthal

Cc: Representative Joe Courtney
Cc: Governor Dannel Malloy
Cc: Sarah Feinberg, Administrator FRA
Cc: Rebecca Reyes-Alicea, Program Manager NEC Future
Cc: James D. Redeker, Chairman NE Corridor Commission, Commissioner Connecticut DOT
Cc: CT State Senator Paul Formica
Cc: CT State Representative Devin Carney
Cc: Old Lyme First Selectwoman Bonnie Reemsnyder

NEC DEIS Comments - RECORD #628 DETAIL

Status : [redacted]
Record Date : 2/9/2016
First Name : Lewis
Last Name : DiCamillo
Stakeholder Comments/Issues :

Feb. 8, 2016

To Whom It May Concern,

I'm contacting you regarding the proposed railway through my town of Old Lyme, CT. Old Lyme is a small, distinctive New England historic town with cultural, educational, commercial and governmental services located in one main section of our town. This is also the Historic Center of our community with fine old homes and churches. This very busy location happens to be approximately one half mile from Rt. 95 and within the proposed new railway system planned for the Northeast Corridor. There are also additional private and historic residences located within the proposed railway right-of-way through our town.

After reviewing this project, one would immediately understand construction of this proposed railway would completely devastate our town in many ways. The cost to purchase these sites for construction of the railway would be hundreds of millions of dollars. More importantly, there are absolutely no options when faced with the relocation and reconstruction of our schools, Churches, Art College, government, commercial, residential and cultural sites. We have beautiful tree lined streets with quiet residential neighborhoods. The noise and visual pollution of a railway moving at high speeds through this area would have a negative impact on property values and quality of life for a large portion of Old Lyme residents.

Our town is located at the confluence of the Connecticut River and Long Island Sound. This location not only adds to the beauty of our town but is also home for many protected wildlife and plant species as a result of the many fresh water wetlands and salt water marshes throughout our town. Our residents are extremely protective of our town's resources and the Inland Wetlands and Watercourse Commission is charged with eliminating any activity having a negative impact on this fragile environment of wetlands and wildlife. In fact, the Connecticut River has been designated as a National Blueway and National Wildlife and Refuse area by the Federal Government. Consequently, the River, tributaries and surrounding wetlands must be given the protections afforded to them under this act.

The stated purpose of this upgrade to the railway is efficiency and cost effectiveness . I have studied the proposed new route and believe the most efficient and cost effective route would be to upgrade the existing section of railway from New Haven through Hartford and Worcester to Boston. This portion of the railway and the proposed section are the same distance between New Haven and Boston. The current railway located along the coast line could be upgraded to accommodate local trains from New Haven to Providence RI.

As State and Federal representatives of our town as well as those charged with the construction of Alternative 1 of the NEC FUTURE Plan, I expect you to protect our town from the negative impact this upgrade project would have on our town, visitors and especially residents. A meeting with Old Lyme town officials and residents must be scheduled prior to any final decisions. Previous meetings were not well publicized and were scheduled in locations inconvenient for our residents.

Respectively submitted,
Lewis DiCamillo
Chairman
Old Lyme Inland and Wetlands and Watercourse Commission

cc: Bonnie Reemsnyder, First Select Women of Old Lyme, CT
Devin Carney, CT State Representative
Paul Formica, CT State Senator
Joe Courtney, US Representative
Richard Blumenthal, US Senator
Chris Murphy, US Senator
James P. Redeker, CT Dept. of Transportation
Sarah Feinberg, Federal Railroad Administrator
Anthony Foxx, US Sec. of Transportation

NEC DEIS Comments - RECORD #797 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Lauren
Last Name : Dickey
Stakeholder Comments/Issues :

Please do not build a high-speed train through the historic district of Old Lyme. It would destroy an area of our town that is important for our local commerce and our cultural heritage. Please do not place this scar upon us. As Henry David Thoreau wrote in his famous work Walden, "We do not ride on the railroad; it rides upon us... And every few years a new lot is laid down and run over; so that, if some have the pleasure of riding on a rail, others have the misfortune to be ridden upon." Please do not lay this misfortune upon us.

NEC DEIS Comments - RECORD #1943 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Michael
Last Name : Dickey
Stakeholder Comments/Issues :

I am writing to voice my opposition to Alternative 1. It seems that someone just took a ruler and pen and drew a line without any regard to the consequences. The routing of Alternative 1 would obliterate the main street and surrounding areas within Old Lyme. This area would impact the historical district, Lyme Art Association, Lyme Art Academy, and the only shopping area in the town. Alternative 1 would not only destroy the heart of the town, it would also completely change the character of the town.

NEC DEIS Comments - RECORD #1924 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Michele

Last Name : Dickey

Stakeholder Comments/Issues :

My family has lived in Old Lyme since the 1600s. We attended public schools and church and utilize local businesses. Alternative 1 will destroy marshes, homes, businesses, a school, and landmarks, much that makes Old Lyme the historic characteristic place it is. I understand that it will shorten the trip from Old Saybrook to Washington by a mere 30 minutes. Expanding existing train routes where they must be more economical in project time and expense without destroying lives. Please abandon all thoughts of Alternative 1. Thank you.

NEC DEIS Comments - RECORD #1256 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Constance

Last Name : Dickinson

Stakeholder Comments/Issues :

Please, not through historic Old Lyme. there are better options.

NEC DEIS Comments - RECORD #2660 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : David

Last Name : Dickinson

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #89 DETAIL

Status : Pending

Record Date : 12/24/2015

First Name : Frank

Last Name : DiCristina

Stakeholder Comments/Issues :

I believe Alternative 1 is the only viable one. 2&3 cost too much for the incremental gains in ridership. Also, freight service is critical to my company and we are already seeing significant impacts to service reliability due to the high speed rail project. If it is further happened, it could drive a $150MM operation out of business and lose 200 high paying jobs. Freight service needs to be improved as much as passenger!

NEC DEIS Comments - RECORD #875 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Linda
Last Name : DiFazio
Stakeholder Comments/Issues :

As

A s a lifetime resident of Old

Lyme ,I would be very devastated to have a train ,Amtrak or whatever ,run through our town spoiling the architecture,history and charm. Please please please reconsider

NEC DEIS Comments - RECORD #1151 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Jesse
Last Name : Diggs
Stakeholder Comments/Issues :

There is no valid financial basis for this expansion. Passenger transportation via train has never and will never work in this country. A better choice for mass transportation would be to erect a monorail system on the medium strips between the N and S bound lanes on I-95 and on any Interstate roads

Office of the County Executive

Tari Moore
County Executive

Alfred C. Wein, Jr.
Director of Administration

Office: 410.996.5202
Fax: 410.996.1014

Department of Planning and Zoning

Eric Sennstrom, AICP, Director
410.996.5220
410.996.5225
Fax: 410.996.5305

County Information
410.996.5200
410.658.4041

CECIL COUNTY, MARYLAND

Department of Planning and Zoning
200 Chesapeake Boulevard, Suite 2300, Elkton, MD 21921

24 November 2015

Rebecca Reyes-Alicia
NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: NEC FUTURE Tier 1 Draft Environmental Impact Statement

Dear Ms. Reyes-Alicia:

Thank you for the opportunity to review the referenced document and to comment, as follows:

1. The language in the introduction needs to focus less on the region's economy and more on the region's importance to the whole nation's economy. All spending bills come out of the House, and the states proposed to be affected are represented therein as follows:

CT	5 Seats
DE	1 Seat
MA	14 Seats
MD	8 Seats
NJ	12 Seats
NY	27 Seats
PA	18 Seats
RI	2 Seats
VA	11 Seats
Total:	98 Seats **out of 435** (and in the Senate, only 18 **out of 100**). That's only 22.5% and 18%, respectively.

Moreover, this cannot be seen as pork for just the NE Corridor states, with any expectation that it will clear either house.

2. Freight movement needs to be emphasized more. First, the specific freight railroad stakeholders need to be identified. Second, the fact that more rail ridership frees up highway capacity, enhancing mobility for truck freight movement (so important along the NE Corridor) needs to be articulated. Third, considering the point above, the lane-miles of highways that would not have to be built as a result of each of the enumerated alternatives needs to be quantified (under the "Sustainability" section).

3. In terms of improving passenger rail service, one way to do so is increasing reliability. What with well-documented documented delays for regional commuters owning to issues with electrical lines, serious consideration should be given to converting from electrical to diesel power. Not only would that increase reliability while decreasing right-of-way maintenance costs, it would also reduce new segment and northern route implementation costs.

4. Alternative 2 is touted as providing "five times as much intercity service and more than doubles peak-hour Regional rail service." Yet, the "Evaluating the Alternatives" section reveals that those respective 400% and 100% service increases yield only 21.18% increase in aggregate rail ridership. In turn, that 21.18% ridership increase comes at the cost of an extra $115 billion (a 475% increase).

5. Alternative 2 is shown with a New Segment through western New Castle County, Delaware and virtually the entirety of **Cecil County, Maryland**. The areas at which the New Segment would divert from the present NEC are culturally- and historically-significant, incorporated employment and population centers. In fact, if Wilmington, Delaware did not exist, then the Elkton, Maryland – Newark, Delaware urbanized area would qualify to have a Metropolitan Planning Organization (MPO) of its own. A more careful consideration of Environmental Justice needs to take place (if not part of the NEPA process, then when?).

6. Alternative 3 is the most expensive. Alternative 3's technical, financial, and ridership projection details associated with the proposed rail crossing of Long Island Sound component need to be articulated – albeit at a macro level.

7. Alternative 3 is touted as providing "six times as much intercity service and up to three times the amount of peak-hour Regional rail service." Yet, the "Evaluating the Alternatives" section reveals that those respective 500% and up to 200% service increases yield only 33.26% increase in aggregate rail ridership. In turn, that 33.26% ridership increase comes at the cost of an extra $270 billion (a 1450% increase).

8. The methodology of future ridership calculations by alternative is curious. Alternatives 1 and 2 respectively shift 69 and 93 "million annual trips from other modes to passenger rail," which are corroborated in the "Evaluating the Alternatives" section. However, Alternative 3 is touted to shift "141 million annual trips from other modes to passenger rail," while the figure in the "Evaluating the Alternatives" section says 146. Why the discrepancy?

9. Alternative 1 nets 69 million more annual trips at an addition cost of $45 billion, or $652.17 per trip. Alternative 2 nets 93 million more annual trips at an addition cost of $115 billion, or $1,236.56 per trip. Alternative 3 nets 141 (or is it 146?) million more annual trips at an addition cost of $270 billion, or $1,914.89 per trip. **Interesting!**

Cost per @ Additional Annual Trip	
Alternative 1	$652.17
Alternative 2	$1,236.56
Alternative 3	$1,914.89

10. Fiscally and operationally, how does the proposed, high-speed mag-lev service between Baltimore and Washington, D.C. fit into this plan?

Again, thank you for the opportunity to review and comment.

Sincerely,

Anthony J. Di Giacomo, AICP
Principal Planner

cc: Hon. Tari Moore, County Executive
Alfred C. Wein, Jr., Director of Administration
Eric S. Sennstrom, AICP, Director of Planning

NEC DEIS Comments - RECORD #1155 DETAIL

Status : [redacted]
Record Date : 2/13/2016
First Name : Kathy
Last Name : DiLullo
Stakeholder Comments/Issues :

I live in the town next to old lyme but I still consider that part of old lyme a local treasure to this area. With it's inns, museums , history and scenery, this area off of boston post road in Old Lyme is part of what makes this part of CT such a special place to live. The RR has taken enough of the beauty from this area and has not given much back. It remains too expensive to use for trips to Boston.

NEC DEIS Comments - RECORD #1950 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Odile
Last Name : Dilone
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. We cant also continue to endanger our natural environment, such as the CT river.

NEC DEIS Comments - RECORD #331 DETAIL

Status : [redacted]
Record Date : 1/27/2016
First Name : Leslie
Last Name : Dimmling
Stakeholder Comments/Issues :

To the FRE:

As a resident of Garden City I am very deeply disturbed by the proposal to send a third rail line through my community. Garden City sits in the midst one of the most heavily trafficked areas of all of Long Island. The last thing that is needed here is to play havoc with car traffic and pedestrian safety with yet more rail crossings.

In addition, having another rail line and it's attendant noise so close to populated residential property raises the very real dangers presented by possible rail accidents and noise pollution to the local population.

The strong downward impact on property values here because of the urbanizing effect of more rail lines is another real negative for our community. .An additional rail line will drastically change the character of this charming neighborhood .

For all of these reasons I am totally opposed to bringing in ANY more rail lines for ANY purpose.

Sincerely,

Leslie Dimmling
[redacted]
Garden City, NY 11530

NEC Future
Rebecca Reyes-Alicia
US DOT Federal Railroad Admin
One Bowling Green, Suite 429
New York, NY 10004

January 27. 2016

Dear Ms. Reyes-Alicia,

I write to express my opposition to a proposed high speed Amtrak rail line running through my town of Garden City, Long Island. I understand this is considered "option 3" of several considerations.

Its hard to imagine who thinks it would be wise to run a high speed rail through one of the most densely packed areas of Long Island. This is in terms of both population and car traffic. The immense physical danger posed to our residents by a high speed train , in addition to negative quality of life issues because of noise and increased traffic, makes it obvious this idea must be strongly rejected.

There is no "open land" in Garden City, ours being a community which sits on the border of New York City, fully occupied by houses, apartments, government offices, major roadways and shopping centers. Further large scale construction, especially that which endangers resident's physical safety and impedes traffic, must be rejected.

I will be contacting my legislators regarding this issue and urge them to reject it as well.

Sincerely,

Leslie Dimmling
[redacted]

NEC DEIS Comments - RECORD #1865 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Jie

Last Name : Ding

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2604 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Janet

Last Name : Dinihanian

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of UNH.

NEC DEIS Comments - RECORD #1957 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : James
Last Name : Dion
Stakeholder Comments/Issues :

Dear Sir/ Madame. I recently read where the FPA is proposing to build railroad tracks which goes through the property of Lyme Academy College of Fine Arts in Old Lyme, CT.
I oppose this for many reasons but primarily that it would most certainly destroy the college campus in its entirety.
Thank you.
James Dion
Meriden, CT.

NEC DEIS Comments - RECORD #2384 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Gabriel
Last Name : Distler
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to share my comments and vision for the future of the Northeast Corridor. It is important that Amtrak maintain and improver rail service on this important railway that links someone the Americans largest and most dankly populated metropolitan areas. With out reliable and frequent rail users people will have no alternative but to drive on the Northeast already crowded roads or take short flights. As more people flock to central cities the needed for world class rail travel will become more necessary as these house people less likely to own a car or have access to parking. For the northeast to remain an internationally economically competitive region it needs reliable, frequent and affordable rail travel connecting all its cities.

Though compared too much of North America, rail service on the northeast corridor is very frequent, that said its frequency on the north east corridor pales in comparison to frequency of trains on European rail corridor. For example, two years ago I visited the United Kingdom and was very impressed with my experiences traveling on the East Cost Mainline, the rail corridor that links London with Edinburgh

via York. This rail ling is nearly as long as the Northeast corridor. I did not have to worry about when I arrived at Kings Cross in London since I know that there would be an Edinburgh Train with in the half hour and even the local train I was one still made the journey in less then 5 hours, that is more then an hour faster then it takes to travel from Boston to Washington on an express. On my trip from York back to London, I enjoyed being able to arrive at the station when I pleased with out having to worry about missing a train or scheduling my day around trains schedule since trains run so often. I by chance arrived at the station in time to catch a nonstop express train, which made the 175-mile trip in about 2 hours. While I sat on the train speeding through the English country, I thought about how I would love to have trains this fast, this reliable, and that run this often on the Northeast corridor.

Now I understand that the Northeast corridor has many complications that prevent more frequent service. On the Northern half of

the line, the section of the corridor I am most familiar with, we have a problems over draw old bridges, at grade crossings, and very competition from Metro North New Haven Line. The combination of these factors prevents trains from going at higher speeds and limits the number of trains that can run between Boston and New York. The southern DC-New York half of the corridor is also overcrowded due the tracks being shared by frequent Amtrak and local commuter trains. Furthermore with out a second tunnel under the Hudson the number of trains that can travel between New York and points south are severely limited. Thankfully a New trans-Hudson Tunnel is in the works and many of the older bridges in Connecticut are being replace. This is an important step towards a better northeast corridor, yet there is a lot of work that still must be done.

Manhattans geography also posses a less discussed challenge. Since Amtrak's founding all Boston bond trains have used Penn Station on Manhattans West Side, yet for New Yorkers who live and work on the east side simply getting to Penn Station is complicated and convoluted. My mom's cousin for example lives on the Upper East Side, at Park Avenue and 86 Street. Like many New Yorkers she has family in the Boston area, furthermore she works in finances and Boston is the second largest finical center in the east, thus Boston is a place that she travels to somewhat often. Yet getting to Boston is not simple. She must either take three different trains to get to Penn Station via the subway (not easy with her suitcase) or take a long cab ride thought New York's congested streets. Her third option is taking the subway to Grand Central and riding Metro North to Stamford, where she can switch to Amtrak. This is an option she never rules out while traveling to Boston, nor dose she rule out flying. At the right time of day the cab ride to LaGuardia is faster then getting to Penn Station.

I included this antidote to demonstrate why New York's east side needs Amtrak access as well and how if done right can takes trains off the crowded North East Corridor, a long needed and often forgotten rail connection between Boston and Hartford. I would like to suggest running some Boston-New York Trains to Grand Central Terminal via Worchester, Harford, the Beacon Branch and Metro North's Harlem Line. From my understating this would need significant improvements to the Beacon branch as well as the construction of rail between Harford and Danbury, this is not easy but the befit is more frequent rail service with out adding to the north east corridors grid lock and while provided better Amtrak access to the East Side, and will provide a rail connection between Harford and Boston. If using the Beacon Branch is not possible then trains should run between Boston and New York (and point south) via the inland route. This would provide needed Boston to Hartford and Springfield service as provided

service to New York from Worcester and Boston's metro west suburbs. Framingham West of Boston can host a suburban station similar to Route 128 station in Westwood south of Boston. Framingham already service Commuter Rail and Lake Shore Limited trains.

Since Grand Central is a terminal station, trains these trains would not be able to travel south of New York. That said most people traveling on Amtrak do not travel south of New York and a few trains a day only travel the north half of the northeast corridor. Thought most Amtrak trains should use Penn Station so they can continue south, and if speed of trains increases more Bostonians will want to take the train to place like Philadelphia and Washington, for the trains that do terminate in New York Grad Central should be used to provide east side access and prevent overcrowding at Penn Station. Ideally we would have more frequent service between Boston and New York with two thirds to three quarters of the trains using Penn Station and the reminder stopping in Grand Central.

Along with the need for more frequent trains, the Northeast corridor needs faster trains. In the long term it would be great to have trains that can run between Boston and New York in 90 minutes. In the short term it would be great to have trains that can travel from Boson to New York in between two and half and three hours. Replaces and reconstructing bridges in Southeastern Connecticut will be greatly beneficial to allow trains to run faster. Running super-express trains should also be considered. Thought most trains would serve mid size cities like Providence and New Haven as well, a few can run during rush hour only serving the largest cities, Boston, New York, Philadelphia, and Washington, thus reducing travel time even further. This said more local trains can and should run the length of the corridor, thus allowing people who live in smaller communities access to rail transportation. Like rail service in Europe the Northeast corridor would benefit from the installation of high quality overnight service. A travel should be able to get on a train in Boston late at night and wake up in Washing refreshed the next day. One can ride in a sleeper car and instead of having to choose between the cost of a night in a hotel or an early morning flight, ride between cities in a moving hotel.

As important as building a Northeast corridor with faster and more frequent service, it is also important that rail service up and down the corridor has affordable options for travels. Today often an Amtrak ticket between New York and Boston can cost at least $50, and can cost much more then this. When travels can chose between paying $50 and taking a $15 bus many chose to travel by bus. Our rail network should try to grow its passenger base but offering more adorable ticket pricing. When planning and

improving the Northeast corridor it is important to build a rail network that is affordable which in turn will bring more people off the roads and buses and onto the rails, thus in the long term making the investment in a better north east corridor most worth while.

I am thankful to have a chance to comment a share my vision. I would like to see the Northeast corridor provide the best rail service in the world, and provide frequent reliable, fast and affordable service a cross this part of the country. In the long run I look forward to even fast rail trains and a corridor that counties south in to Virginia, west to Pittsburg, northwest to Toronto, North to Montreal and throw a completed North-South Rail link in Boston, Northeast to Portland and points North. I see no reason why the United States should not have the best rail transportation in the world, and do to the great infrastructure already in place and the necessary improvements that will be made I am happy to see the Northeast corridor improvements lead the nation.

Thank you,

--
Gabriel S. Distler
Urban Planner
Historical Researcher
Project Archivist
[redacted]

NEC DEIS Comments - RECORD #698 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Dave
Last Name : Dittman
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,
Mr. Dave Dittman

NEC DEIS Comments - RECORD #775 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : John
Last Name : Dixon
Stakeholder Comments/Issues :

The new rail tunnels in Baltimore should be the highest priority infrastructure improvement on the NEC in Maryland. A close second on the infrastructure improvements in Maryland are the replacements of the Gunpowder River bridge, the Bush River bridge and the Susquehanna River bridge. All three bridges should be constructed with at least three tracks with four tracks the ideal. The third priority for the NEC in Maryland should be the implementation of a minimum of three tracks throughout the state; get rid of the two track bottlenecks.

NEC DEIS Comments - RECORD #1124 DETAIL

Status : Pending

Record Date : 2/12/2016

First Name : Richard

Last Name : Dixon

Stakeholder Comments/Issues :

Based on the limited information the FRA has provided during the process leading up to the current proposals and the lack of soliciting public input, it appears the FRA has not done an adequate job of balancing the need for better mass transportation with the needs of the local communities. I am especially disturbed by the proposals for track realignment from the Connecticut River to the RI border, especially in Mystic and Old Lyme (Alternative 1). It seems to me that you best start over by getting local input first. I oppose it as it is now configured.

I am particularly disturbed as I am a long time advocate of upgrading our passenger rail system. It has been difficult to get the needed political and public support for needed improvements. The way you have proceeded with the (avoiding local input) has unfortunately harmed the drive to get political and public support.

NEC DEIS Comments - RECORD #2831 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Robert

Last Name : Dixon

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2622 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Hanko

Last Name : Dobi

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Thank you for your consideration.

NEC DEIS Comments - RECORD #2949 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : John

Last Name : Dockum

Stakeholder Comments/Issues :

The Lyme Academy of Fine Arts is at a central hub with the Florence Griswold Museum, The old Lyme Inn and the Bee and Thistle. Running a rail track through this area and destroying a fine art school in the process is reckless and shows a complete disregard for the community. There is already rail service through this part of the state and THAT land should be expanded, elevated and adapted rather than leaving a legacy of destruction through the heart of a community. In fact, improving the current infrastructure to be more wildlife friendly would be a much better way of making this transition not only feasible to implement, but even attractive to bothersome taxpayers.

NEC DEIS Comments - RECORD #1230 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Steven

Last Name : Dodd

Stakeholder Comments/Issues :

If tracks are relocated north in SE Connecticut, the existing rail beds should be cleaned up, environmental concerns addressed, and then converted to a walking and biking trail system. This improves alternate transportation, economic vitality, health and quality of life.

NEC DEIS Comments - RECORD #2920 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Valincia
Last Name : Darby
Stakeholder Comments/Issues :

Greetings,

The U.S. Department of the Interior's comments on the subject project are attached. If there are questions please contact this office at (215) 597-5378.

Best regards,

Valincia Darby

--

Valincia Darby

Regional Environmental Specialist

Department of the Interior, OEPC

200 Chestnut Street, Rm. 244

Philadelphia, PA 19106

Phone: (215) 597-5378 Fax: (215) 597-9845

Valincia_Darby@ios.doi.gov

Attachments : er15-0629.pdf (666 kb)

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

IN REPLY REFER TO:

February 16, 2016

9043.1
ER 15/0629

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Subject: Tier 1 DEIS for the Northeast Corridor Rail Investment Plan

Dear Ms. Reyes-Alicea:

This is in response to your letter of November 10, 2015, requesting comments on the Federal Railway Administration (FRA), Northeast Corridor Future, A Rail Investment Plan (NEC Future Plan) for the Northeast Corridor (NEC). We understand that the FRA is seeking comments on the Tier 1 Draft Environmental Impact Statement (DEIS) and Section 4(f) Assessment dated November 2015. We understand from the DEIS that the FRA is considering the no action alternative and three action alternatives. The preferred alternative will be identified in the Tier II EIS, scheduled to be released in April 2016.

The purpose of the NEC Future Plan is to upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and economic growth. The 457-mile corridor will connect major metropolitan areas including Washington, DC, Philadelphia, Pennsylvania, New York, New York, and Boston, Massachusetts. We offer the following comments on this project for your consideration.

Section 4(f) Evaluation Comments

The Department appreciates that you have coordinated with various agencies regarding this project and the development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies and tribes throughout the life of this project.

Currently, there is no preferred alternative identified and while the Section 4(f) Evaluation does identify numerous Section 4(f) resources that have the potential for 4(f) use, the Department of the Interior is currently unable to provide concurrence that there is a no feasible and prudent alternative and that all measures have been taken to minimize harm. We appreciate and encourage continued interagency communication as you move through the process of finalizing the EIS, selecting a preferred alternative and moving on to the Tier 2 environmental compliance.

We note that there has been extensive consultation with the consulting parties and that a Programmatic Agreement (PA) is being developed to resolve any adverse effects. We agree that this should be an appropriate measure to minimize harm and to mitigate the adverse effect to the Section 4(f) resources. We would appreciate the opportunity to review the PA along with the finalized Section 4(f).

DEIS Comments

The Department appreciates the extensive analysis that is required for a project of this magnitude and commends the FRA on their thorough scoping and identification of resources that have the potential to be impacted. Below please see comments submitted by individual bureaus of the Department.

The following comments are on behalf of the National Park Service:

National Historic and Scenic Trails

The National Park Service manages a number of National Trails within the Northeast Region of the United States and several have the potential to be impacted by the NEC Future Project. (See Image 1). The trails of concern include The Potomac Heritage National Scenic Trail, The Star-Spangled Banner National Historic Trail, The Captain John Smith Chesapeake National Historic Trail, The New England National Scenic Trail, and particularly the Washington-Rochambeau National Historic Trail due to the fact that it generally follows the NEC Future Corridor for its entire length, so it has potential for multiple impacts. An area that should have particular consideration is the point where the NEC crosses the Anacostia River and the Baltimore Washington Parkway. The NEC crosses three of these trails in that specific location. (See Image 2). The NPS requests that the FRA considers the extent to which the project will impact the experience of existing and planned segments of these trails, as well as the ways and extent to which: a) stations might serve as trailheads; and b) rail services might contribute to the increasing demand for outdoor recreation opportunities and to the promotion of heritage tourism.

Each trail has more details listed below. GIS data for these trails can be acquired from Cheryl Sams O'Neill of the National Park Service at cheryl_sams@nps.gov.

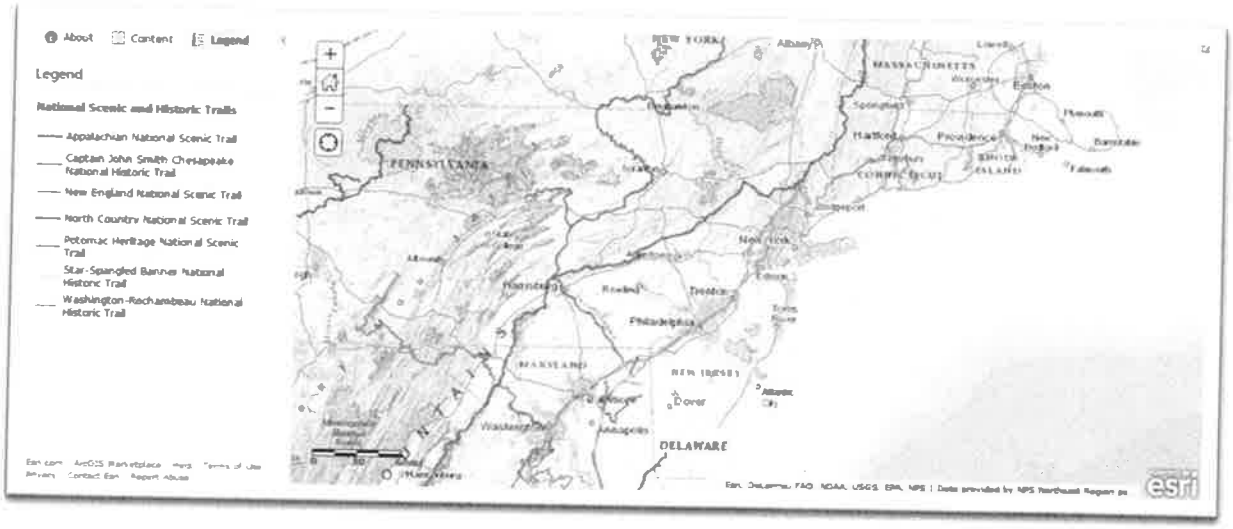

Image 1: National Scenic and Historic Trails

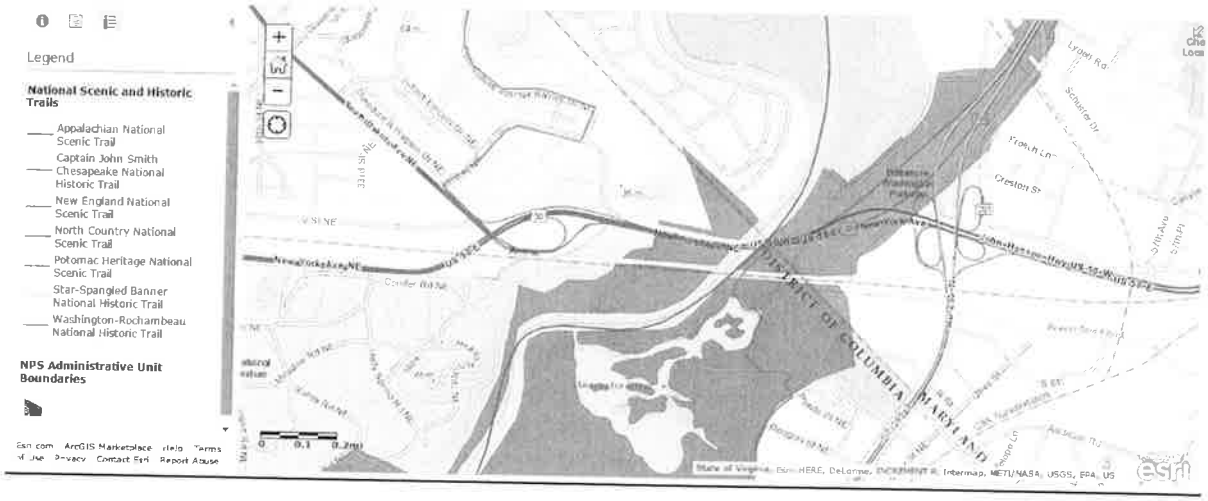

Image 2: Nexus of Resources

Potomac Heritage National Scenic Trail

The Potomac Heritage National Scenic Trail is a designated National Scenic Trail corridor spanning parts of the mid-Atlantic and upper southeastern regions of the United States that will connect various trails and historic sites in the states of Virginia, Maryland, and Pennsylvania, and the District of Columbia. The trail network includes 710 miles of existing and planned sections, tracing the outstanding natural, historical, and cultural features of the Potomac River corridor, the upper Ohio River watershed in Pennsylvania and western Maryland, and a portion of the Rappahannock River watershed in Virginia.

The NPS Potomac Heritage Trail representative and lead contact is Don Briggs, Superintendent: 304-535-4016 or don_briggs@nps.gov.

Star Spangled Banner National Historic Trail

The Star-Spangled Banner National Historic Trail is a 560-mile land and water route that tells the story of the War of 1812 in the Chesapeake Bay region. It connects historic sites in Maryland, Virginia, and the District of Columbia and commemorates the events leading up to the Battle for Baltimore, the aftermath of which inspired Francis Scott Key to write our National Anthem. The trail traces American and British troop movements, introduces visitors to communities affected by the war, and highlights the Chesapeake region's distinctive landscapes and waterways.

Captain John Smith Chesapeake National Historic Trail

The Captain John Smith Chesapeake National Historic Trail, managed by the NPS Chesapeake Bay Office (NPS CHBA), appears to be within close proximity to where the proposed activity will be located near Washington DC. NPS requests that any significant modifications take into account the national trail resources.

NPS CHBA requests that the Environmental Impact Statement (EIS) consider the potential impacts from operational changes of the proposed project to the resources of the Captain John Smith Chesapeake National Historic Trail. Trail resources include, but are not limited to; evocative landscapes, indigenous cultural landscapes, historic American Indian town sites, significant American Indian archeological sites, landscape features and cultural sites of significance to modern American Indian tribes, visitor experience, view shed impacts and public access sites. NPS CHBA can provide additional information to the applicant regarding specifics of these trail resources upon request.

New England National Scenic Trail

The New England National Scenic Trail (NET) is a 215-mile hiking trail route that has been in existence for over half a century. The NET travels through 40 communities in Connecticut and Massachusetts, and is comprised primarily of the historic Mattabesett, Metacomet, and Monadnock (M-M-M) Trail systems.

The National Park Service manages the New England National Scenic Trail in accordance with the Trail Management Blueprint described in the 'Metacomet Monadnock Mattabesset Trail System National Scenic Trail Feasibility Study and Environmental Assessment', (Spring 2006) and referenced in the Omnibus Public Land Management Act of 2009 (Public Law 111-11 Subtitle C Section 5210-02). Consistent with the Trail Management Blueprint, NPS administers the New England National Scenic Trail's planning, acquisition, protection, operation, development, and maintenance through a partnership-based management framework with the two primary trail partners, the Appalachian Mountain Club and Connecticut Forest and Park Association.

The NET experience celebrates classic New England landscape features: long-distance vistas with rural towns as a backdrop, agrarian lands, large unfragmented forests, and scenic river valleys. The trail also connects with colonial historical landmarks and highlights a range of diverse ecosystems and natural resources: mountain ridges and summits, forested glades, wetlands and vernal pools, lakes, streams and waterfalls.

Washington-Rochambeau Revolutionary Route National Historic Trail

The Washington-Rochambeau Revolutionary Route (W3R) comprises a network of roads and waterways used by allied forces in the Yorktown campaign. Although population growth and urban development have erased almost all traces of the rural campsites and small taverns that once sheltered Revolutionary War soldiers, the public can still visit historic sites that tell the Washington-Rochambeau story. Strolling the green in Lebanon, Connecticut, taking a sail on the Chesapeake Bay, seeing a Revolutionary War reenactment at Colonial Williamsburg, or exploring the battlefield at Yorktown, are just a few of many opportunities to interact with history.

Travelers driving I-95 from Massachusetts to Virginia now make the trip in less than a day, and GPS systems guide them to lodging, fuel, and restaurants. It is worth remembering, however, that in colonial times, most of this land was wilderness. If not for the detailed surveys by engineers and cartographers during the allied campaign, French and American troops might not have reached Yorktown. That they did so, defeated the British, and returned north—the French to go home, the Americans to win the war—remains an impressive feat.

The National Park Service maintains a partnership with the National W3R Association (www.w3r-us.org). W3R is a nine-state partnership that supports the Washington-Rochambeau Revolutionary Route as a National Historic Trail and educates the public about the three-year presence of the French Expeditionary Force in the United States. The National Park Service works with federal, state, and local agencies and private organizations along the nine-state corridor that constitutes the Washington-Rochambeau Revolutionary Route.

National Wild and Scenic Rivers

NPS does not anticipate any potential visual impacts at this time to the White Clay Creek from the proposed Alternative 3 expansion of the existing railroad bridge. There are no particular visual attributes in the area of that would be impacted from an expanded crossing. When more details about the exact nature of the proposed railroad crossing are known we may have a different opinion.

NPS is, however, concerned about the impacts to the free flow of White Clay Creek from the expansion of the existing railroad bridge. The entire railroad crossing is located in the designated floodway as well as the 500 year floodplain. The addition of a pier in the White Clay Creek, along with additional bridge abutments may cause a substantial change in flow and flood levels in the area. There may also be a substantial increase in potential erosion downstream by the increase of velocity of the creek as it exits a much longer crossing.

NPS also has concerns about the impacts to bald eagles. The area immediately downstream of the existing railroad crossing is Churchman's Marsh. The forest surrounding Churchman's Marsh has had documented eagle nesting sites.

The NPS, Wild and Scenic Rivers representative and lead contact is Chuck Barscz, Chief, Northeast Region Wild and Scenic Rivers, at charles_barscz@nps.gov or (215) 597-6482.

If you have general questions about NPS comments or wish to get specific contact information for any of the trails or programs, you may contact Cheryl Sams O'Neill in the Northeast Regional Office at cheryl_sams@nps.gov or 215-597-5822.

The following comments are on behalf of the US Fish and Wildlife Service:

The U.S. Fish and Wildlife Service (Service), is providing the following comments on the Tier I DEIS, pursuant to our authorities under the Section 7(a)(1) of the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat. 755), and the National Environmental Policy Act (42 U.S.C. §4321 et seq., 1969).

General Comments

National Wildlife Refuge System

The following comments are in regard to lands in the National Wildlife Refuge System that are managed by the Service in Maryland, Pennsylvania, and Connecticut and would be negatively affected by rail development in their vicinity. National wildlife refuges provide important habitat for wildlife and provide recreational opportunities for the public. New, expanded, or improved rail infrastructure near or through a national wildlife refuge would have significant adverse impacts on the Service's ability to meet wildlife refuge purposes, and the Service's mission to conserve, protect, and enhance fish, wildlife, plants, and their habitats for the continuing benefit of the American people. Therefore, the Service respectfully requests that all units of the National Wildlife Refuge System be avoided in the NEC Future Plan for future rail investments. Specific comments regarding refuge lands in Maryland, Pennsylvania, and Connecticut are provided below.

Endangered Species Act

Several of the Service's Ecological Services Field Offices participated in numerous meetings and webinars during 2015, and provided technical assistance to the FRA regarding known occurrences of federally listed threatened and endangered species along the proposed route(s). We understand that the FRA accessed the Service's website to obtain a list of species by county, and communicated with various field offices of the Service to confirm those lists and the Service replied. That species information is included in the DEIS.

As you are aware, the FRA is responsible for making the final effects determination pursuant to Section 7(a)(2) of the ESA. The Service understands from the teleconference on January 7, 2016, that the FRA will be working with the Service on a programmatic consultation and will address potential impacts to listed species in the spring of 2016.

When the preferred alternative is identified, the Service recommends that the FRA determine the project "action area" which is defined as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action" (50 CFR §402.02).

Pursuant to Section 7(c) of the ESA, the FRA should "conduct a biological assessment for the purpose of identifying any endangered or threatened species which is likely to be affected" by

the proposed action. The Service is available to provide technical assistance in conducting this assessment.

As a reminder, Section 9 of the ESA prohibits unauthorized taking[1] of listed species and applies to Federal and non-Federal activities. Additionally, Section 7(a)(2) of the ESA, requires Federal agencies, in consultation with the Service, to ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of designated critical habitat. Until the proposed project is complete, the Service recommends that FRA check the Service's website[2] every 90 days from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.

Any additional information regarding the proposed project and its potential to impact listed species should be coordinated with the Service's Ecological Services Field Offices that have jurisdiction for New England, New Jersey, New York, Maryland, and Pennsylvania. The FRA should also coordinate with the appropriate state agency departments.

Fish and Wildlife Coordination Act

Until the preferred alternative is identified, the Service offers general comments on the Tier 1 DEIS. The Service is concerned that the NEC Future Plan project may result in adverse effects to fish and wildlife resources, including threatened and endangered species, (on and off refuges) as a result of construction and operation of the rail system. These effects may include an increase in wildlife mortality and injury from being struck by trains, indirect impacts from noise, vibration and visual impacts, habitat fragmentation, and connectivity (both terrestrial and aquatic). In addition, the Service is also concerned with the potential impacts of railroad tunnels, crossings (culverts, bridges), rock rip-rap along stream and riverbanks, pollutants, and surface runoff into waterways.

The Service recommends that the FRA include in the Tier II EIS how it plans to address impacts to fish and wildlife. The Service also recommends that FRA design the NEC Future Plan project to avoid and minimize impacts during construction and operation and protect fish and wildlife resources by providing fish and wildlife passage, incorporating conservation measures, and mitigating for adverse impacts as appropriate.

Bald and Golden Eagle Protection Act/Migratory Bird Treaty Act

As you are aware, bald eagles (Haliaeetus leucocephalus) were federally delisted under the ESA in 2007, but remain protected under the MBTA, the BGEPA, and by certain states (such as New York) as a threatened species. Bald eagle nests and breeding and concentration areas exist within the NEC Future Plan corridor. For example, the highest concentration of bald eagles in the State of New York is along the Hudson River. Bald eagles, especially immature eagles, are attracted to carrion found on railroad tracks. The Service is concerned that additional rail lines and stations associated with the NEC Future Plan project are likely to increase eagle mortality.

[1] Take is defined in Section 3 of the ESA as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.
[2] http://www.fws.gov/northeast/ecologicalservices/endangeredspecies.html.

The Service recommends that FRA identify all bald eagle nests, roost sites, breeding, migration (including golden eagles), and concentration areas within the project corridor and provide an Eagle Conservation Plan that includes plans to minimize impacts to eagles. The Service also recommends that FRA refer to, and follow, the Service's National Bald Eagle Management Guidelines found on the Service's Northeast Region's website[3], and contact the Service's appropriate Ecological Services Field Office and state agency to determine if permits are required for the proposed project. If FRA has any questions regarding Federal permits under the BGEPA, please contact Scott Frickey at the Service's Regional Office in Hadley, Massachusetts by telephone at 413-253-8952, or by electronic mail at scott_frickey@fws.gov.

The MBTA protects over 1,000 species of migratory birds. Most of those species are not state or federally listed threatened or endangered species. The MBTA prohibits the taking[4], of migratory birds, or their products, except when specifically authorized by the Service. The unauthorized taking of birds is considered a "take" under the MBTA and is a violation of the law. Neither the MBTA nor its implementing regulations at 50 CFR Part 21, provide for permitting of "incidental take" of migratory birds.

Executive Order (EO) 13186, signed by the President (66 FR 3853, January 17, 2001), establishes the responsibilities of Federal agencies to protect migratory birds. We recommend that FRA review the guidelines presented in EO 13186. If FRA has not already done so, the Service recommends that FRA work with the Service as part of the planning process to prepare a Memorandum of Agreement with the Service to implement those guidelines.

The Service recognizes that some birds may be killed, even if all reasonable measures to avoid it are implemented. To minimize impacts to migratory birds during the breeding season, the Service recommends that FRA identify important bird areas, hawk watch sites, and consult the breeding bird atlas along the proposed corridor. Specific avoidance, minimization, and conservation measures should be included in the Tier II DEIS; i.e., no clearing of vegetation should occur for the proposed project between March 31 to July 15.

Depending on the circumstances, the Service's Office of Law Enforcement may exercise enforcement discretion. The Service focuses on those individuals, companies, or agencies that take migratory birds with disregard for their actions and the law, including when conservation measures have been developed but are not properly implemented. The Service recommends that the applicant visit the Service's Migratory Bird website (2013b) for more information.

Specific Comments

There will be both short-term and long-term effects on the refuge environment if the railway is expanded within the zone of influence of refuge lands. The following provides specific comments regarding refuge lands in Maryland, Pennsylvania, and Connecticut.

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[3] Additional information regarding bald eagles may be found on the Service's website at http://www.fws.gov/northeast/ecologicalservices/eagle.html

[4] Take is defined under the MBTA as "to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, offer for sale, sell, offer to barter, offer to purchase, purchase, deliver for shipment, ship, export, import, cause to be shipped, exported, or imported, deliver for transportation, transport or cause to be transported, carry or cause to be carried, or receive for shipment, transportation, carriage, or export, any migratory bird, any part, nest, or eggs of any such bird, or any product." (Service MBTA website).

Maryland. Alternative 3 will impact approximately 60 acres of the Patuxent Research Refuge (Patuxent) in Laurel, Maryland. Patuxent was established by Executive Order 7514, dated December 16, 1936, to serve "as a wildlife experiment and research refuge." An additional purpose for Patuxent was established by Executive Order 11724, dated June 27, 1973, "to effectuate further the purposes of the Migratory Bird Conservation Act." The Migratory Bird Conservation Act of 1929, 16 U.S.C. 715, was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for perpetual reservation for birds.

A significant portion of the potentially affected area was established as refuge land by Public Law 101-519 (the Military Construction Appropriations Act, 1991). Public Law 101-519 transferred property from the Department of Defense to the Department of the Interior, adding 8,100 acres of land to Patuxent in 1991 and 1992. Section 126 of this law states that:

> "....the Secretary of the Interior shall administer this property consistent with wildlife conservation purposes and shall provide for the continued use of the property by Federal agencies to the extent such agencies are using it on the date of the enactment of this act."

Public Law 101-519, Section 126(c) also states:

> "The Secretary of the Interior may not convey, lease, transfer, declare excess or surplus, or otherwise dispose of any portion of the property transferred pursuant to subsection (a) unless approved by law."

In addition, the Susquehanna National Wildlife Refuge and Garrett Island occur near the NEC Future Plan corridor at the mouth of the Susquehanna River. Both are satellite refuges managed by the Chesapeake Marshlands National Wildlife Refuge Complex (Complex). If Susquehanna River rail-crossing locations or corridors change, FRA should coordinate with the Complex to ensure adverse effects to these refuges are avoided.

Pennsylvania. The John Heinz at Tinicum National Wildlife Refuge protects the largest remaining freshwater tidal marsh in Pennsylvania. The refuge was established in 1972 for the purpose of preserving, restoring, and developing the natural area known as Tinicum Marsh, to promote environmental education, and to afford visitors an opportunity to study wildlife in its natural habitat. This marsh is now a vital feeding and resting place for birds migrating along the Atlantic Flyway.

Alternative 2, Figure 4-15 indicates the possibility for several impacts to the refuge. The rail segment appears to overlay portions of the refuge, which could negatively affect approximately 300 species of birds and other wildlife, and the Service's ability to manage a 145 acre wetland.

Connecticut. The Salt Meadow unit of Stewart B. McKinney National Wildlife Refuge was Connecticut's first national wildlife refuge when it was acquired by private donation in 1971 under authority of the Migratory Bird Conservation Act. The land was donated to protect the wetlands, perpetuate the property as a wildlife sanctuary, and provide opportunities for environmental awareness. The unit has since been designated as an Important Bird Area by the National Audubon Society.

The existing rail line bisects the Salt Meadow unit in the portion of the salt marsh on the west side of the Menunketesuck River. The rail line follows the refuge boundary to the south on the east side of the Menunketesuck River in Westbrook, Connecticut. The rail line runs through a large tidal wetland complex associated with the Menunketesuck and Patchogue River. This salt marsh provides a nursery area for many fish species of the Long Island Sound as well as passage for migratory fish. Additionally, the salt marsh provides a rich habitat for crustaceans, mollusks, amphibians, insects, reptiles, and fish. The abundance of prey species attracts a large number of migratory birds that use the salt marsh for resting, foraging, and breeding habitat. A number of these birds are listed as species of conservation concern by the State of Connecticut. In addition, the upland that borders the rail line on the east side of the Menunketesuck River is one of the last and oldest maritime hardwood forests in Connecticut. This habitat is one of the least represented habitats in the State.

For contact information regarding the Service's Ecological Services (ES) Field Offices and/or National Wildlife Refuges (Refuges) in the NEC Future Plan corridor, please refer to the Service website for the Northeast Region. You may contact Glenn Smith or Alex Hoar (ES) or Noah Kahn (Refuges) in the Service's Northeast Regional Office. Mr. Smith is available at 413-253-8627, or Glenn_S_Smith@fws.gov, Alex Hoar is available at 413-253-8631, or Alex_Hoar@fws.gov, and Noah Kahn is available at 413-253-8542, or Noah_Kahn@fws.gov.

We appreciate the opportunity to comment on the Tier 1 DEIS for the NEC Future Plan.

Sincerely,

Lindy Nelson
Regional Environmental Officer

NEC DEIS Comments - RECORD #987 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Delisa

Last Name : Dolan

Stakeholder Comments/Issues :

I am completely againist a new rail. It would disrupt our beautiful scenery. There is little preserved areas left. The old rail needs to be fixed and updated to run more efficiently. No new rail!

The next speaker is Austyn Dolce.

MS. DOLCE: Hi. I'm Austyn Dolce, and I'm a student at UConn Greater Hartford campus, and I work with ConnPIRG.

As a student, because of how Connecticut is, it is very difficult to go anywhere without a car. Many people are dependent on a car, and as a young adult or as a student, without a car, especially from the Greater Hartford campus, getting anywhere is very difficult. Right now it is the perfect opportunity to have this change go into action.

Also it was said before about people in the northeast corner of Connecticut. It seems that there is a connection between the northeast corner and other areas of Connecticut, even with jobs. People who may not be able to find a job in their community could then find one somewhere else and get to it. The commute would be shorter and financially that would be beneficial for them.

So overall something like this really can be beneficial financially for individuals, for the environment, and it can keep people in Connecticut and even bring new people into Connecticut. Thank you.

HEARING OFFICER SIEGEL: Thank you.

NEC DEIS Comments - RECORD #2107 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Joanne
Last Name : Donaghue
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

I served this college for five years and it is one of the better-kept jewels both in Connecticut's college and university sector, and in its arts community. Alternative 1 would decimate the historic Sill House on the campus, and cut through a notable historic district.

I am in favor of an updated train tracking system, but Alternative 1 is definitely not the way to go.

So the first speaker is Bruce Donald.

MR. DONALD: Hello everybody. My name is Bruce Donald. I'm the president of the Farmington Valley Trails Council. I'm also the appointed Chairman of the Connecticut Greenways Council, and I'm the Chair of the Connecticut Committee of the East Coast Greenway. I do have some brief comments here.

Complete Streets policies are well known to us. They attempt to ensure that the use of all public rights-of-way are designed and operated to provide a safe, accessible, connected means of transportation for all multimodal users. Increasingly, active transportation has become a bigger part of that.

One of the things I wanted to talk about today is something called Complete Corridors. I harp on the issue of connectivity all the time when I speak. Safety, health, economic development and quality of life are critically important in our communities, but it is safe, convenient and efficient point-to-point connections between home, school, work, recreation and shopping that make things work in the real world.

Our existing transportation network must include all transportation modes to create comprehensive connections. The ability to bring a bike on a train and importantly to have bicycle racks and storage areas in train stations is crucial to building this multimodality. I urge you to create a policy that includes not just "consideration" but actual planning and design for these facilities in both reconstruction and new construction projects. This would hopefully include multi-use trails within such corridors as well, and what I mean by that, of course, is Rail-With-Trail.

Connecticut is an interesting state, although we have exactly zero miles of Rail-With- Trail. It doesn't exist in this state. This would go a long way toward working on that. By creating an integrated network of rail, we will reduce road traffic congestion by improving mobility options and therefore improve the general quality of life for our communities.

On behalf of the Connecticut Greenways Council, the Farmington Valley Trails Council and the East Coast Greenway Alliance, we hope to see an adoption by Amtrak of this or similar policies in Connecticut to direct decision makers to consistently plan, design, construct, operate and maintain railroads to accommodate all users as described above, in order to allow them to travel safely and independently from point to point. Thank you.

HEARING OFFICER SIEGEL: Thank you. All right. You did a nice job timing-wise too. So there you go.

NEC DEIS Comments - RECORD #2168 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Ken

Last Name : Dorros

Stakeholder Comments/Issues :

I am an alumnus of The Lyme Academy. The idea of DESTROYING the campus of this unique gem is beyond my comprehension. And to devastate the beautiful town of Old Lyme is equally absurd. Please DO NOT PROCEED WITH THIS INSANE PLAN. Thank you.

NEC DEIS Comments - RECORD #2330 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Steve
Last Name : Dosh
Stakeholder Comments/Issues :

.. NEC future ? What ever . It i spretty built out already although NYC needs new tunnels . Do high speed rail out West somewhere it will make a positive difference , there is no real environment (desert) and AMTRAK ® will not be competing with http://www.megabus.com . us /s a guy in Hawai'i and his ohana •

NEC DEIS Comments - RECORD #148 DETAIL

Status : [redacted]
Record Date : 1/12/2016
First Name : Jack
Last Name : Dougherty
Stakeholder Comments/Issues :

Since I cannot attend the NEC FUTURE public hearing in Hartford CT in person, I am sharing my comments online:

1. Continue expansion & enhancement of bicycle roll-on/roll-off service throughout the Northeast Corridor (especially between New York and Boston) and also in Hartford CT. (Amtrak announced a pilot program for the Vermonter line, which serves Hartford, but I haven't seen this implemented. See last few lines of https://www.adventurecycling.org/about-us/media/press-releases/amtrak-launches-new-roll-on-bicycle-service/).

2. "Complete Corridors": Amtrak should always give proper consideration to sharing their corridors with bike/walk trails, especially when building new river bridges.

3. Improve bicycle parking at stations owned and/or managed by Amtrak, and for other stations, work with the pertinent parties to improve bicycle parking.

NEC DEIS Comments - RECORD #63 DETAIL

Status : [redacted]
Record Date : 12/10/2015
First Name : Keegan
Last Name : Dougherty
Stakeholder Comments/Issues :

To Whom it May Concern,

The December 9th presentation at the Back Bay Events Center did a fantastic job elucidating the key differences in investment levels and benefits of each NEC plan.

I would like voice my support for improvements to rail lines that abut the coastline that will be made more vulnerable to storm surge from our rising seas. Aside from alleviating choke points and developing more frequent service, this to me is the most immediate concern.

In future documents or follow-up research, I would like to see a projected market analysis for increased ridership that includes cost per ticket. Current pricing & speeds of train travel are not competitive with driving, and frequently I choose to drive to New York, Philadelphia and DC (from Boston) as a result.

To become a driver of regional economic, train travel needs to be affordable as well as efficient.

Thank you.
Keegan Dougherty
[redacted]
Boston, MA 02134
No affiliation

Sent from my iPhone

NEC DEIS Comments - RECORD #1482 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Scott and Wendy

Last Name : Douglas

Stakeholder Comments/Issues :

My wife and I are appossed

NEC DEIS Comments - RECORD #960 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Wendy

Last Name : Douglas

Stakeholder Comments/Issues :

This is ridiculous! You will spoil a pristine area! I am highly apposed!

NEC DEIS Comments - RECORD #358 DETAIL

Status : [redacted]

Record Date : 1/28/2016

First Name : Spiro

Last Name : Dounis

Stakeholder Comments/Issues :

I am strongly opposed to Alternative 3 Amtrak extension into Garden City. This would severely impair property values and create even more noise pollution beyond the 2 main train lines that already run through town.

NEC DEIS Comments - RECORD #2350 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Chris

Last Name : Dowd

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2286 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : M

Last Name : Dowdye

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #368 DETAIL

Status : [redacted]

Record Date : 1/29/2016

First Name : Torrance

Last Name : Downes

Stakeholder Comments/Issues :

Please include the attached memorandum in the file of comments for the Tier 1 Draft EIS.

J. H. Torrance Downes
Senior Planner
Lower CT River Valley Council of Governments

Connecticut River Gateway Commission

145 Dennison Road
Essex, CT 06475
Phone: 860-581-8554
FAX: 860-581-8543
www.ctrivergateway.org

Chester
Deep River
East Haddam
Essex
Haddam
Lyme
Old Lyme
Old Saybrook

MEMORANDUM TO: Federal Railroad Administration (FRA)
MEMORANDUM FROM: J. H. Torrance Downes, Senior Planner
Lower Connecticut River Valley Council of Governments
Connecticut River Gateway Commission
DATE: January 29, 2016
SUBJECT: Comments on Option 1, NEC Future Tier 1 Draft EIS

This memorandum is submitted on behalf of the Connecticut River Gateway Commission and its member towns Old Saybrook and Old Lyme to express strenuous opposition to Alternative 1 which would estalblish the high speed rail corridor through the shoreline of Connecticut in the area of the lower Connecticut River. Alternative 1 will cause significant damage to historical resources dating back to the first English settlements in Connecticut and to the unique environmental resources of the lower Connecticut River. Those environmental resources have received international, national, state, regional and local accolades. To damage or impact those celebrated estuarine resources in any way is short-sighted and makes little sense

It is the opinion of the Connecticut River Gateway Commission that any efforts to construct a new railroad bridge and its approaches between Old Saybrook and Old Lyme and to develop a right-of-way as summarized in Alternative 1 of the Tier 1 Draft EIS should be discontinued with the other two alternatives being likely more feasible and explored more seriously as the NEC Future planning process moves forward.

As codified in Section 25-102a of the Connecticut General Statutes, the lower Connecticut River Valley in the area of the possible new bridge crossing was found by the Connecticut General Assembly "…. *to possess unique scenic, ecological, scientific and historic value contributing to public enjoyment, inspiration and scientific study, that it is in the public interest that the provisions of this chapter be adopted to preserve such values and to prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens* (emph.added)….". The provisions of this chapter were adopted by each of the eight member municipalities, including Old Lyme and Old Saybrook.

In order to accomplish this important mission, the General Assembly and the eight member towns established the Commission to act in a regional capacity to preserve the values described above and to "…*prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens*…". The Commission has been doing so for the past 42 years.

The Gateway Commission accomplishes this mission through the adoption of zoning standards designed to minimize the visual impact of development within the Gateway Conservation Zone which encompasses the hillsides of the river valley up to the first ridge. The Commission also has the ability to acquire conservation easements and fee-simple land within the river valley to accomplish the same protective goal. Since its inception in 1974, the Gateway Commission has participated in the protection of over 1,000 acres of land for purposes of visual and ecological preservation.

NEC DEIS Comments - RECORD #2413 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Rachel
Last Name : Dowty Beech
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2973 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : James
Last Name : Doyle
Stakeholder Comments/Issues :

Question: WHO exactly needs/is pushing for this? I personally don't know anyone whose quality of life is reduced by taking an extra half hour on the train. In fact, I know few people who travel this route regularly, for business purposes, mainly because of the cost. I remember living in New Haven, and paying $8.10 for a round trip ticket to GCT. It stopped at nearly every station, and they ran nearly continuously. You knew that it would take two hours when you got on the train. Now, there are many fewer stops, and the cost is prohibitive. I can guess that the consumer cost will skyrocket after these "improvements".
The concept of a connection between Long Island and Connecticut is not new. I found an old newspaper in my house with an article describing a series of bridges and tunnels connecting Eastern Connecticut and Eastern Long Island. I comes up now and then, and always gets shot down, because no one wants it to dump off in their town! Again, WHO, exactly, wants this?
These plans sound like some off the ideas Robert Moses had back in his day.

NEC DEIS Comments - RECORD #912 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Patton
Last Name : Doyle
Stakeholder Comments/Issues :

Dear NEC Future,

I have two fundamental concerns about your Draft Tier 1 EIS for the Northeast Corridor:

1) This report presents a false set of alternatives. True alternatives (invest in road, invest in rail, invest in air, invest in some combination, or invest in none and accept the regional gridlock) would allow the public to compare different modes and the amount of investment required to satisfy projected needs. This multimodal analysis would focus on the projected regional transportation problems and the ability of targeted investments to solve these problems. This mutlimodal analysis would enable the public to consider the "broad impacts of an investment program" as is required for a Tier 1 analysis.

Instead, the NEC Future Draft EIS presents the same alternative with different levels of funding. The level of federal funding should not be considered as part of the environmental review process. This report sets a dangerous precedent of modal agencies tacitly lobbying the federal government for funding using the environmental review process. Although I appreciate the practical limitations of multimodal transportation assessments in the United States, the FRA has made no effort to collaborate with the FHWA or FAA to develop a multimodal investment alternatives for the Northeast Corridor.

Without a multimodal approach to the analysis, the NEC Future Draft Tier 1 EIS does not present any alternatives (other than the three separate northern routes for the system in Alternative 3). The Draft EIS identifies a series of projects, which when combined into three investment levels (the faux 'Alternatives'), yield three levels of investment for a single alternative. When issuing its record of decision, the FRA should acknowledge that all three alternatives may be publicly-preferred depending on the other modal investments in the region. For example, if the regional highway system is not expanded, the rail system may be an effective investment in intercity capacity, and vice versa (even at the same level of funding).

Given this exceptional limitation of the process, I would also like to emphasize my concern with one of the selected 'alternatives':
2) Alternative 3 is a bad alternative. The third alternative costs roughly 150% more than the second alternative with only a modest increase in ridership and other benefits. This result is largely an artifact of NEC Future's demand assumptions. This poor benefit-cost ratio seems like an effort (accidental or intentional) to push the final record of decision toward Alternative 2 (the 'compromise' solution) when in fact additional alternatives between 2 and 3 would be more desirable for the public. In my opinion, NEC Future should reevaluate its assumptions for Alternative 3 and consider one or more alternatives in between Alternatives 2 and 3 which have a more reasonable benefit-cost ratio.

I appreciate the considerable amount of work invested in this Draft Tier 1 EIS, and I hope that you will accept my comments as a genuine concern for the region and the FRA's long-term interests. Best,

Patton Doyle
Master of Science in Transportation, 2016
[redacted]

NEC DEIS Comments - RECORD #1624 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : David

Last Name : Kovach, P.G

Stakeholder Comments/Issues :

Please see attached letter from the Delaware River Basin Commission regarding the potential reviewability and required approval of the NEC FUTURE project by the Delaware River Basin Commission.

David Kovach, P.G.
Project Review Section Supervisor
Delaware River Basin Commission
25 State Police Drive
West Trenton, New Jersey 08628
P: 609-477-7264
David.kovach@drbc.nj.gov

Attachments : 02-12-2016-NEC_FUTURE_ARL.pdf (895 kb)

Delaware River Basin Commission
DELAWARE • NEW JERSEY
PENNSYLVANIA • NEW YORK
UNITED STATES OF AMERICA

Delaware River Basin Commission
25 State Police Drive
PO Box 7360
West Trenton, New Jersey
08628-0360
Phone: (609) 883-9500 Fax: (609) 883-9522
Web Site: http://www.drbc.net

Steven J. Tambini, P.E.
Executive Director

February 12, 2016

Via Email to comment@necfuture.com

Rebecca Reyes-Alicea, NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

SUBJECT: NEC FUTURE Project
Tier 1 Draft Environmental Impact Statement
Northeast Corridor rail line from Washington D.C. to Boston, MA

Dear Ms. Reyes-Alicea:

The Delaware River Basin Commission (DRBC or Commission) has reviewed the Tier 1 Draft Environmental Impact Statement (Draft EIS) for the proposed NEC FUTURE project (the project) The purpose of this letter is to inform you that because of the proposed location of the various Alternatives included in the Draft EIS in the States of Delaware and New Jersey and the Commonwealth of Pennsylvania relative to a recreation area designated in the Commission's Comprehensive Plan, and potential impacts to wetlands, a portion of the project may be reviewable under Section 3.8 of the Delaware River Basin Compact.

Approximately 90 miles of the Northeast Corridor rail line from Washington D.C. to Boston, MA is located within the Delaware River Basin and under certain proposed Alternatives, may traverse the John Heinz National Wildlife Refuge in Philadelphia and Delaware County, Pennsylvania. The John Heinz National Wildlife Refuge was incorporated into the Commission's Comprehensive Plan as a recreation area in July 2001. In accordance with Section 3.8 of the Delaware River Basin Compact, P.L. 87-328 (1961), and implementing regulations; specifically, Section 2.3.5 A.10 of the Commission's *Rules of Practice and Procedure (RPP),* 18 C.F.R. § 401.35 (10), provides for the review of bridges and highway projects that "pass in, on, under or across an existing or proposed ... recreation project area as designated in the Comprehensive Plan ...."

In addition to the Alternatives location relative to a recreation area, additional aspects of the project within the Delaware River Basin may also require review and approval by the DRBC. Reviewable aspects of the proposed project may also include water withdrawals, discharges, wetland disturbance and special use permits for bridges and railroads in floodways. Review criteria for these are provided below:

Withdrawals and Interbasin Transfers:

a. The RPP provides that Section 3.8 review and approval are required for daily average

gross water withdrawals – whether from surface water or groundwater – of more than 100,000 gpd during any 30 consecutive day period. No approval is required for a daily average gross withdrawal that does not exceed 100,000 gallons over any 30 consecutive-day period. *See* RPP §§ 2.3.5 A 2. and 3.

b. If 100,000 gpd or more of water is to be imported – i.e. drawn from a source (or sources) outside the Delaware River Basin for use within the Basin – or exported – i.e., drawn from a source (or sources) within the Basin for use outside it, then DRBC review and approval are required in accordance with the Water Code (WC) and the RPP. *See* WC § 2.30 and RPP §§ 2.3.4 A.16. and 17.

Discharges

a. The RPP provides that facilities for the direct discharge of industrial wastewater to surface or ground waters of the basin are subject to Section 3.8 review and approval; however facilities designed for the direct discharge to surface or ground waters of industrial waste having design capacities of less than 10,000 gpd in the drainage area of Special Protection Waters or less than 50,000 gpd elsewhere in the basin do not require review. See RPP § 2.3.5 A.5.

Wetlands

a. The RPP provides that the draining, filling, or otherwise altering marshes or wetlands when the area affected is 25 acres or greater are subject to Section 3.8 review and approval.

Floodplain Regulations

a. If the project is determined to be reviewable under Section 3.8, a special use permit is required for the construction of facilities within a floodway in accordance with Section 6.3.4 of the Commission's Floodplain Regulations.

As we are unaware of the specific environmental impacts of the proposed project and how the project may conflict with or impair the Commission's Comprehensive Plan, the Commission requests that a pre-application meeting be scheduled with the DRBC to discuss the proposed project in detail and any Commission reviewable aspects. If the project is determined by the Commission to be a reviewable project, the project sponsor will be required to submit an application for review. Please be advised that the Commission meets four times per year and projects such as these can only be approved at one of these meetings after a public hearing. Additionally, you should file the application for the project a minimum of six to nine months prior to projected initiation of construction activity to allow adequate time for Commission review and processing. If the project is subject to Commission review, there shall be no substantial construction activity thereon, including preparation of land, unless and until the project has been approved by the Commission.

If you have any questions, please contact me by telephone at 609-477-7264 or via email at david.kovach@drbc.nj.gov

Sincerely,

David Kovach, P.G.
Project Review Section Supervisor

NEC DEIS Comments - RECORD #1500 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Riley

Last Name : Driscoll

Stakeholder Comments/Issues :

Please don't build a railway here

NEC DEIS Comments - RECORD #2793 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Baylee

Last Name : Drown

Stakeholder Comments/Issues :

To whom it may concern,

Please do not advance alternative 1. It will decimate the heart of our community in Old Lyme. A little faster trip is not worth tearing about our historic district, or damaging our local ecosystem. Please look into improving the current location of the rail line.

Sincerely,

Baylee Rose Drown

Upper Pond Farm

NEC DEIS Comments - RECORD #1600 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

ATTN: Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

The laws that established National Wildlife Refuges state that the land should not be used for purposes other than conservation. Any loss of Refuge land to a transportation corridor would set a disturbing precedent for our country's precious network of wildlife refuges.

Patuxent Wildlife Refuge is the wrong place for the new rail line.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure. Again, I repeat Patuxent Wildlife Refuge is the wrong place for the new rail line.

Sincerely,
Jennifer Ann Druding
[redacted]
Gambrills, Md. 21054-1001
[redacted]

NEC DEIS Comments - RECORD #1597 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

ATTN: Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

The laws that established National Wildlife Refuges state that the land should not be used for purposes other than conservation. Any loss of Refuge land to a transportation corridor would set a disturbing precedent for our country's precious network of wildlife refuges.

Patuxent Wildlife Refuge is the wrong place for the new rail line.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure. Again, I repeat Patuxent Wildlife Refuge is the wrong place for the new rail line.

Sincerely,
Jennifer Ann Druding
[redacted]
Gambrills, Md. 21054-1001
[redacted]

NEC DEIS Comments - RECORD #2616 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Joseph
Last Name : Drummond
Stakeholder Comments/Issues :

As a resident of Old Lyme Connecticut I am writing to express my opposition to alternative 1. This new segment of track would bisect our small downtown area and impact both the ecosystem and traffic flow of our town.

NEC DEIS Comments - RECORD #2532 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Kira

Last Name : Drummond

Stakeholder Comments/Issues :

Although I support investment in improving our northeast corridor rail service, I am strongly opposed to Alternative #1 as a proposed rail investment option. It will devastate the center of Old Lyme, our small community, is dangerous being located to close to an area of high, young pedestrian traffic, and damages unique environments and historic buildings.

NEC DEIS Comments - RECORD #1064 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : L. Albert
Last Name : Loyola
Stakeholder Comments/Issues :

From: Loyola, Albert (DelDOT) [mailto:Albert.Loyola@state.de.us]
Sent: Friday, February 12, 2016 11:59 AM
To: Reyes-Alicea, Rebecca (FRA)
Cc: Potts, Kennard
Subject: DTC Comments on EIS

Rebecca,

Attached please find our comments on the NEC Future T1 EIS. A hard copy will be mailed to you. Let me know if you have any questions. Have a great long weekend!!

Thank you.

L. Albert Loyola, Deputy Chief Performance Officer-Administration
Delaware Transit Corporation
119 Lower Beech Street
Wilmington, DE 19804
302-576-6040
Albert.Loyola@state.de.us<mailto:Albert.Loyola@state.de.us>

Attachments : DTC Comments on EIS.pdf (147 kb)

900 Public Safety Boulevard
Dover, DE 19901-4503
(302) 739-3278

DART
Delaware Transit Corporation

119 Lower Beech Street, Suite 100
Wilmington, DE 19805-4440
(302) 577-3278

February 12, 2016

Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green - Suite 429
New York, NY 10004

Re: Draft Environmental Impact Statement for the Northeast Corridor

Dear Ms. Reyes-Alicea:

The Delaware Transit Corporation (DTC) appreciates the opportunity to comment on the Federal Railroad Administration's NEC Future Tier 1 Draft Environmental Impact Statement (EIS). Delaware is fully committed to the process of comprehensive planning for regional renewal and development of the Northeast Rail Corridor. The draft EIS provides policy-makers with a thorough analysis and options for investment to sustain and expand rail services in the Northeast Corridor during the 21st Century.

Having no regularly scheduled airline service in the state, Delaware heavily depends on the Amtrak and SEPTA services at the Wilmington Biden Station. The Wilmington station is the 11th busiest stop in Amtrak's national system, and the rail services are an essential component of the state's economic growth.

In 1989, DelDOT reinstated commuter rail services to Wilmington after a 7-year absence. Regional rail services are provided under contract with the Southeastern Pennsylvania Transportation Authority (SEPTA). Initially, the SEPTA served only Claymont and Wilmington; Newark and Churchman's Crossing were later added. During the early years, the service transported under 250,000 annual trips. In 2015, SEPTA transported 1,259,103 Delaware trips. The SEPTA service leads DTC transit services in cost recovery, and serves as focal point for transit oriented development.

The draft EIS mentions the DelDOT contracted SEPTA service in Chapter 5, but fails to list the service in Table 5-10, "Annual Passenger by Regional Rail Service Provider (2006 and 2012)". Delaware's ridership is reported as part of SEPTA's data. Although the draft EIS reflects considerable research and analysis, the success of Delaware's service may have been overlooked. It is important to note that while SEPTA will continue to be Delaware's provider for regional rail, other providers may assume responsibilities at some point in the future.

DelDOT is currently investing heavily in its 22-mile commuter rail system in New Castle County. A rail choke that is listed in the draft EIS is currently in the construction phase. The $51

million Third Track is anticipated to be completed in 2018. The improvement will increase speeds for inter-city services, and permit expansion of commuter trains.

The Newark Regional Transportation Center will expand services, and relieve rail traffic congestion in the state's second largest city. The new facility is adjacent the developing 422-acre Science, Technology and Research campus affiliated with the University of Delaware. This $40 million project will be completed in late 2018. The Claymont Regional Transportation Center is in the design phase, and is planned to be on line by 2020. There are also active plans for a Newport train station in the future. These investments reflect Delaware's commitment to expand capacity, increase customer convenience and enable system growth on its contracted regional rail system, and should be acknowledged in the EIS.

While DTC does not have specific views of No Action Alternatives and Options 1-3 presented in the EIS, it will be important for subsequent EIS investigations and in the Service Development Plan, to develop a collaborative financial plan. Delaware, like most NEC states, does not have long-range funding available to participate in construction of large system projects. The NEC will require substantive federal participation, as well as new sources of revenue, to support the options presented in the EIS. As the EIS notes, no development plans can begin to be implemented until the State of Good Repair is accomplished. Further deferring of critical infrastructure renewal threatens to curtail present levels of service, and such an outcome is unacceptable.

Finally, additional consideration should be given to Options 2 and 3 of the EIS that suggests a planned alignment of new tracks south of the Wilmington Biden Station. We take exception to this plan, and believe that a thorough review of the historic Wilmington station should be undertaken, as well as possible design of new approaches to the station before planning a new alignment. It is assumed that the suggested alignment would be on or near the Norfolk Southern Shellpot Branch. These tracks cross environmentally sensitive areas. We recommend further investigation of this alignment prior to adopting these options.

I look forward to continuing to work with the NEC Future team as the plan moves forward.

Sincerely,

L. Albert Loyola
Deputy Chief Performance Officer

LAL:ml
cc: John T. Sisson, CEO
Luther Wynder, CPO

NEC DEIS Comments - RECORD #1594 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Brian

Last Name : Donaldson

Stakeholder Comments/Issues :

Saying no to the expansion through Maryland state parks.

Patuxent research refuge's land transfer is very specific and this would break the agreement.

NEC DEIS Comments - RECORD #364 DETAIL

Status : [redacted]
Record Date : 1/29/2016
First Name : Brett M.
Last Name : Donelan
Stakeholder Comments/Issues :

Hello - My name is Brett Donelan and my family and I live on Long Island at [redacted] in Garden City, NY.

We are very much opposed to the high-speed Amtrak train running through our quiet, little town. Please keep in mind allowing this high-speed train to go through Garden City has the potential to ruin our little town.

I can be reached at the number below if you have any questions.

Thank you for your consideration,
Brett

Brett M Donelan
[redacted]
Investment Banking | [redacted]
[redacted] | 10010-3629 New York | United States
Phone +[redacted]
brett.donelan@[redacted]<mailto:brett.donelan@[redacted]> | [redacted]
[redacted]<http://[redacted]/>

==========
Please access the attached hyperlink for an important electronic communications disclaimer:
http://[redacted]
==========

NEC DEIS Comments - RECORD #778 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : James
Last Name : Donovan
Stakeholder Comments/Issues :

It would seem to me that the best approach in developing a NORTHEAST corridor would be the buying and owning the right-of ways in this area. This would help move any leasing issues and free up any improvement of equipment or fast tracking future development. While I understand the cost, wouldn't be best for the public to have a dedicated system for all American to use. One might it best in National interest , Defense or even disaster .

NEC DEIS Comments - RECORD #2617 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Maria

Last Name : Dornfried

Stakeholder Comments/Issues :

I live in Lyme CT and cannot believe that you would consider violating the town of Old Lyme for a train. The houses and properties are historic and create a charm that cannot be duplicated. Please reconsider Alternative 1.

NEC DEIS Comments - RECORD #271 DETAIL

Status : [redacted]
Record Date : 1/25/2016
First Name : Philip
Last Name : Duarte
Stakeholder Comments/Issues :

I am in support of the secondary spine as well as bring the currect NEC up to a good state of repair.
I feel the inland second spine makes sense for redundancy and for growing other markets and not just those that are
already on the NEC.

Thank you

Philip Duarte
Coventry, RI

NEC DEIS Comments - RECORD #3005 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Joseph
Last Name : Dubee
Stakeholder Comments/Issues :

I oppose alternative 1 of the Northeast corridor Futures proposal,because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1533 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Deborah
Last Name : Duffy
Stakeholder Comments/Issues :

If we have learned nothing else, taking private land for public "improvement" should be a decision that is extensively and in an honest and completely open manner. This has not been the case as it was only made known to the very town that has the greatest impact just recently. Shame on those trying to bully their way through. The option which cuts through Old Lyme iwould decimate a beautiful small town that already deals with ills of interstate 95 in addition to a train route.

NEC DEIS Comments - RECORD #293 DETAIL

Status : [redacted]

Record Date : 1/26/2016

First Name : Julie & Bill

Last Name : Dunbar

Stakeholder Comments/Issues :

This proposed plan to re-route the train through Old Lyme center, which is a historic town, would be a crime especially when elevation could be done on the present tracks.

NEC DEIS Comments - RECORD #3033 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : H.

Last Name : Duncan

Stakeholder Comments/Issues :

It seems like the money would be better spent on maintaining the existing tracks and bridges since there is already a train running through the area. The high cost and environmental damage are not going to justify a somewhat faster way to get to Boston. Ruining historic cities in CT is irreparable damage to our state and should not be allowed to happen.

NEC DEIS Comments - RECORD #928 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Amelia
Last Name : Dungan
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

I am writing to oppose Alternate 3 of the Northeast Corridor rail plan. (Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA)

Patuxent Wildlife Refuge encompasses pristine stream, wetland, riparian and forest habitats that are critical to a number of at-risk bird species. Alternate 3 would destroy this invaluable wildlife habitat in a region of Maryland where development has already taken an immense toll on natural resources.

As an avid birder and resident of Washington, DC, I am well aware of how important Patuxent Wildlife Refuge is in a region that over the past few decades has seen so many natural habitats ruined and replaced by strip malls and highways.

While I appreciate the need for the expansion of rail in the Northeast corridor, there are alternatives that would avoid this environmental destruction. Please do not make a decision that would destroy a national wildlife refuge which provides vital habitat birds and other creatures.

Sincerely,
Amelia Dungan
[redacted]
Washington, DC 20002

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

NEC DEIS Comments - RECORD #2507 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Amy

Last Name : Dunham

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1020 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Stephen
Last Name : Dunham
Stakeholder Comments/Issues :

Steve Dunham
[redacted]
Fredericksburg (Spotsylvania), Va. 22407

Thank you for the opportunity to comment on the NEC Future Tier 1 Draft Environmental Impact Statement.

I attended a public session in Washington in December; the presentation and people were helpful and informative.

Here are my comments:

1. I welcome the idea of Metropolitan service. I travel on the Northeast Corridor a few times per year, always on personal trips. The Amtrak intercity fares are expensive, apparently geared to business travelers. I am always traveling on a budget. Furthermore, I often transfer to the North Jersey Coast line at Rahway, after transferring to NJ Transit. Maybe Rahway, being an important junction, would be served by Metropolitan trains. I would like that.

2. I don't think it's necessary to relocate the main Philadelphia and Baltimore stations. I have used both stations many times, and I think they are close enough to the centers of the cities that it is not worth the expense of moving them a mile. In Philadelphia, particularly, development has been expanding west from Center City, with one or more skyscrapers popping up near 30th Street Station, so the city's center of gravity is shifting.

Thanks again for the public session and the opportunity to comment.

NEC DEIS Comments - RECORD #1985 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Hollis

Last Name : Dunlap

Stakeholder Comments/Issues :

I am writing this letter in opposition to alternative 1. What kind of "alternative" is it to destroy the heart of an historic small town with a rail line, when there is already a rail line close by? Is it really worth a few minutes of travel time to destroy the heart of a beautiful town? I find it hard to fathom that this could even be considered but obviously it is by someone; those considering alternative 1 obviously haven't spent any time there and don't realize what a beautiful little town it is. Please visit the town so you will actually have some idea of what a terrible idea alternative 1 is.

NEC DEIS Comments - RECORD #645 DETAIL

Status : [redacted]
Record Date : 2/9/2016
First Name : Julie
Last Name : Dunlap
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

I am writing to express my strong opposition to Alternate 3 of the proposed rail plan in our area. The proposal would seriously damage and degrade some of the precious few acres of wildlife habitat remaining in the eastern U.S. The fragile wetlands, stream, and forest are vital habitats to declining birds, reptiles, amphibians, and mammals, all at risk from many hazards including heavy development throughout our region. Patuxent is the last best place for them to survive, and we need to keep it for this high purpose, which no other land in the region can fulfill.

It's especially important to recognize the dependence of many wildlife species on large, intact habitat areas. A few acres here and there are not sufficient, as proven repeatedly by research into the declining biodiversity of many parks around the world. Each diminution of acreage is another small cut that reduces an area's value to flora and fauna. Patuxent Wildlife Refuge remains large and needs to stay that way if it is to serve its function of protecting viable wildlife and plant populations.

This purpose includes serving as a living laboratory for environmental research. Patuxent has been the site of many pivotal environmental studies including those that demonstrated the reproductive hazards posed by the synthetic pesticide DDT. Without Patuxent functioning as a healthy ecosystem, many more toxins would be in our streams and lakes, threatening human health as well as wildlife.

While rail transportation is important to support for environmental and economic reasons, please identify and follow another route that does not imperil the wildlife and environmental science values of Patuxent Research Refuge. The damage caused by the rail construction would be permanent and far reaching; an alternative route would be foresightful and beneficial to our region's economy, communities, and the living environment.

Best wishes, Julie

NEC DEIS Comments - RECORD #1255 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Tamara
Last Name : Dunlap
Stakeholder Comments/Issues :

Regarding the NE corridor proposed high apeed rail : please allow more time for public comment, discussion and information gathering for the effected communities involved.

NEC DEIS Comments - RECORD #1772 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : derek

Last Name : dunn

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2607 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Henry E.

Last Name : Dunn, III

Stakeholder Comments/Issues :

Dear Members of the Federal Rail Administration,

I earnestly oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of the Lyme Academy of Fine Art - a college of the University of New Haven.

Sincerely Yours,

Henry E. Dunn, III

NEC DEIS Comments - RECORD #2412 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Linda

Last Name : Duplessis

Stakeholder Comments/Issues :

There must be a better route than to destroy so much of the social, cultural and physical environment.

NEC DEIS Comments - RECORD #2238 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : David
Last Name : DuPont
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the beautiful campus of Lyme Academy College of Fine Arts of the University of New Haven. As an alumni I am proud of my university and do not want anything to harm it.

NEC DEIS Comments - RECORD #1998 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Robert

Last Name : Durant III

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2391 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Anita Nowery
Last Name : Durel
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

Dear Ms. Braegelman,

As I concerned citizen and taxpayer in Maryland, I am writing to stress my deep concern about the proposal put forth in Alternate 3 of your rail plan.

My understanding is that a draft proposal for a new rail line on the Northeast Corridor from Baltimore to Washington, DC, includes destruction of a priceless wildlife habitat. The Patuxent Wildlife Refuge remains the largest forest block in central Maryland—one that is a haven for wildlife and central to the environment health of our region. We cannot afford to jeopardize its pristine stream, wetland, riparian and forest habitat. We cannot afford to dismiss the fact that the Refuge is critical to a number of at-risk bird species. It's integrity must be protected.

We have witnessed rampant development in this area already and seen countless green spaces swallowed up. If this action goes forward you would be responsible for slicing through 60 acres of the Patuxent Wildlife Refuge
and destroying over 60 acres of irreplaceable wildlife habitat. . Not only would this action take an immense toll on natural resources but also it would damage the ecological integrity of the largest remaining forest block in central Maryland. Audubon Maryland-DC has recognized this area as an Important Bird Area (IBA) because it provides critical habitat for several declining bird species.

The laws that established National Wildlife Refuges state that the land should not be used for purposes other than conservation. Any loss of Refuge land to a transportation corridor would set a disturbing precedent for our country's precious network of wildlife refuges. Please know that the growing number of citizen scientists in this country and in this state hope that you will engage in a careful review of this proposal. We hope that you will honor the letter of the Migratory Bird Conservation Act and respect the U.S. migratory bird treaty obligations that were set forth to protect this forested refuge established for the perpetual protection of birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Anita Nowery Durel

[redacted]
John W. Durel, Ph.D.-Anita Durel, CFRE
[redacted] Baltimore MD 21209
anitadurel@[redacted]
johndurel@[redacted]
[redacted]

Visit [redacted] for fresh thinking about museums

NEC DEIS Comments - RECORD #1997 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Scott

Last Name : Durgin

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1115 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : Marybeth
Last Name : durland
Stakeholder Comments/Issues :

No to the Amtrak route change through Old Lyme, CT.

NEC DEIS Comments - RECORD #1920 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Leila
Last Name : Dutton
Stakeholder Comments/Issues :

I vehemently oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2057 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Bruce

Last Name : Dworak

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal. If enacted, it will ruin the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2045 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Frank
Last Name : Dworak
Stakeholder Comments/Issues :

I am opposed to alternative 1 of the Northeast Corridor Futures proposal because it will the campus of the Lyme Collage of Fine Arts of the University of New Haven

NEC DEIS Comments - RECORD #2459 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Elaine
Last Name : Dynes
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

I am a long time citizen of Maryland and a Montgomery Parks volunteer. As a lover of our state's few remaining wild places, I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland, habitat for several declining bird species, including Eastern whippoorwill, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please find a way that does not disturb a national treasure.

Sincerely,

Elaine Dynes
[redacted]
Silver Spring, MD 20906