

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 : ~~Completed~~

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 : [REDACTED]

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 : ██████████
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 *Mary Ann Chinatti*

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

MUNICIPAL BUILDING

815 RIVERSIDE DRIVE, P.O. Box 899 NO. GROSVENORDALE, CONNECTICUT 06255
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.

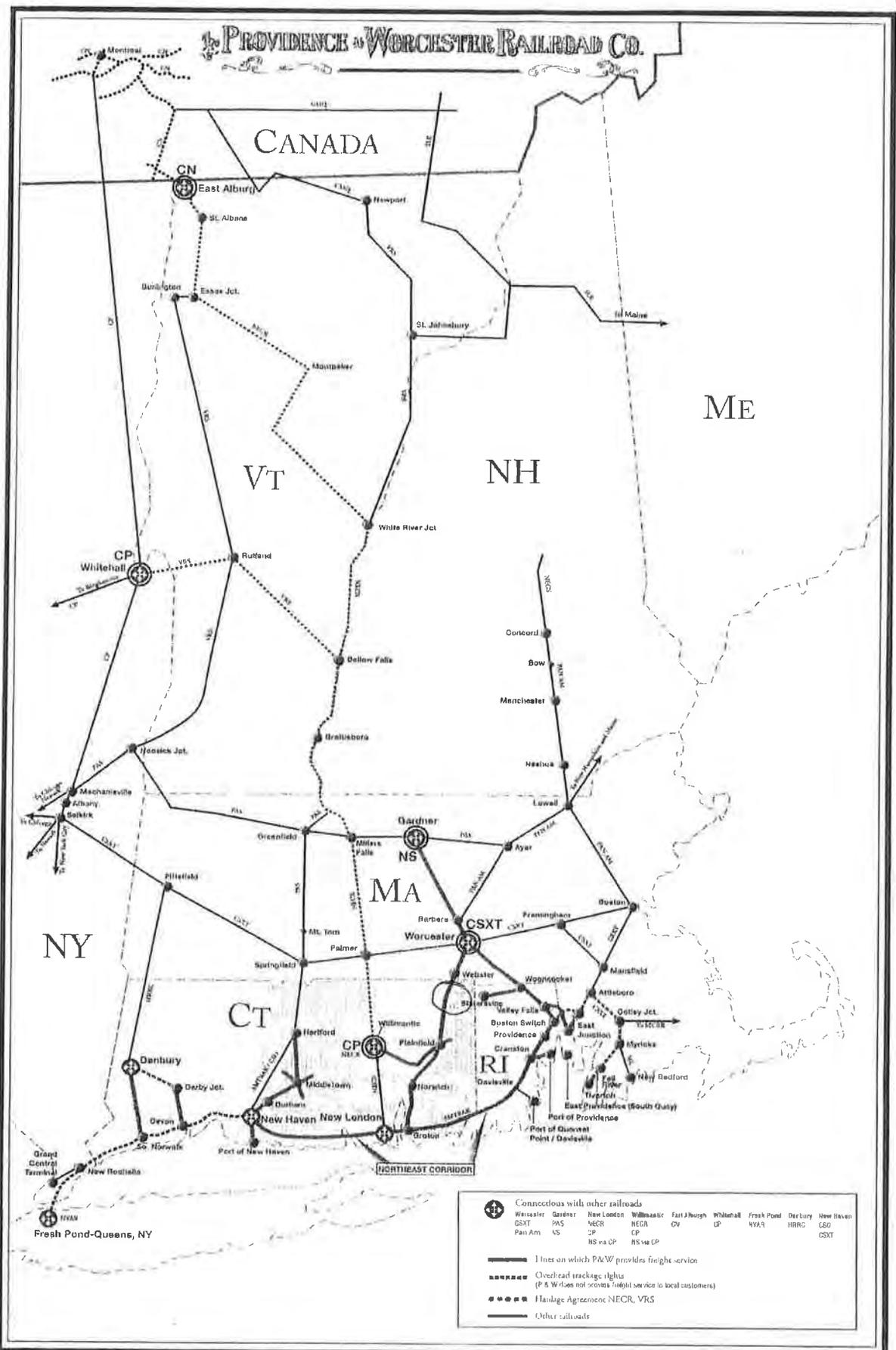
It seems that the Commission has not examined this possibility, and it is formally requested that the option be fully vetted by the Commission prior to a final decision regarding routes/lines being made.

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 all 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

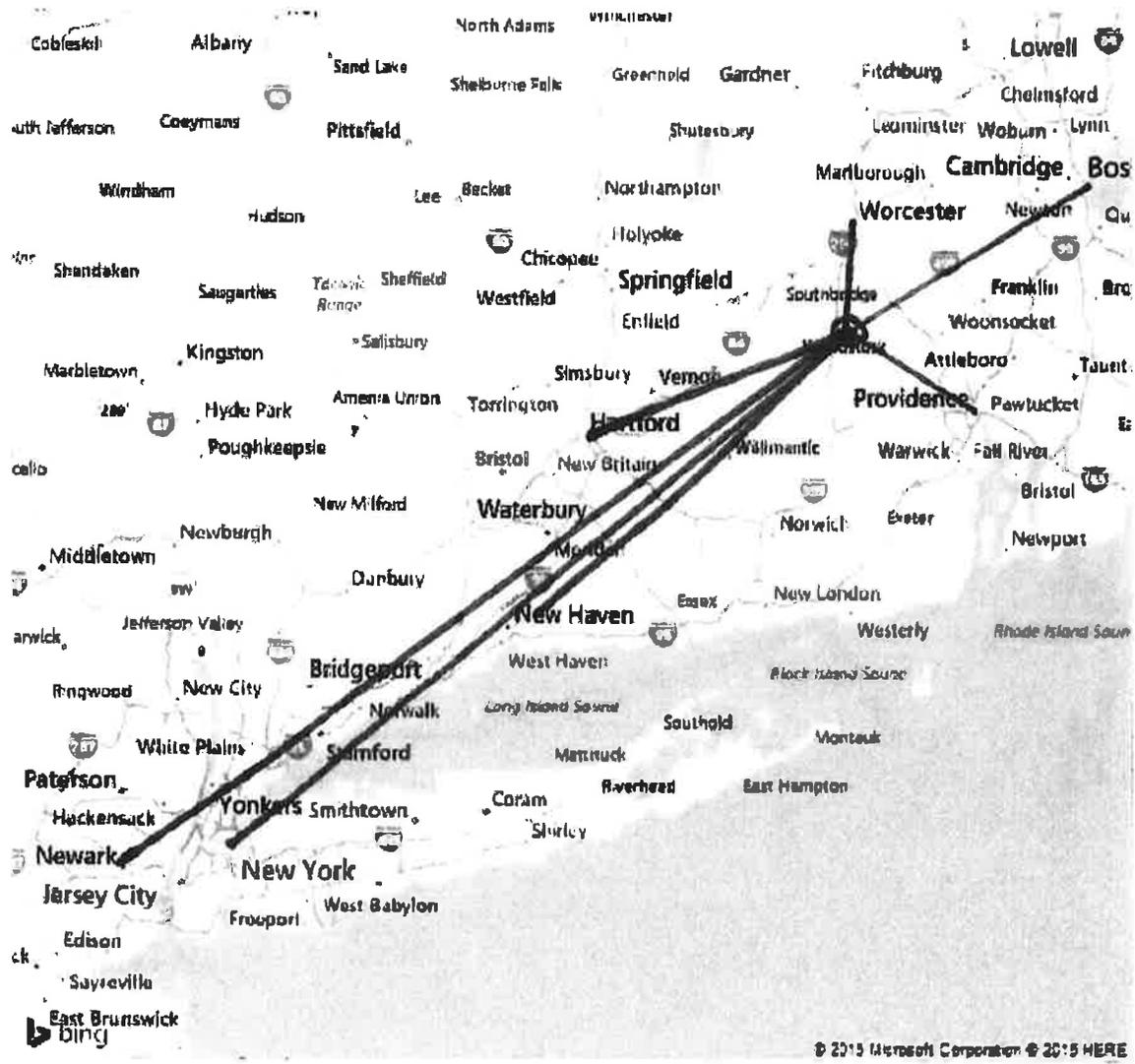
PROVIDENCE AND WORCESTER RAILROAD CO.



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.

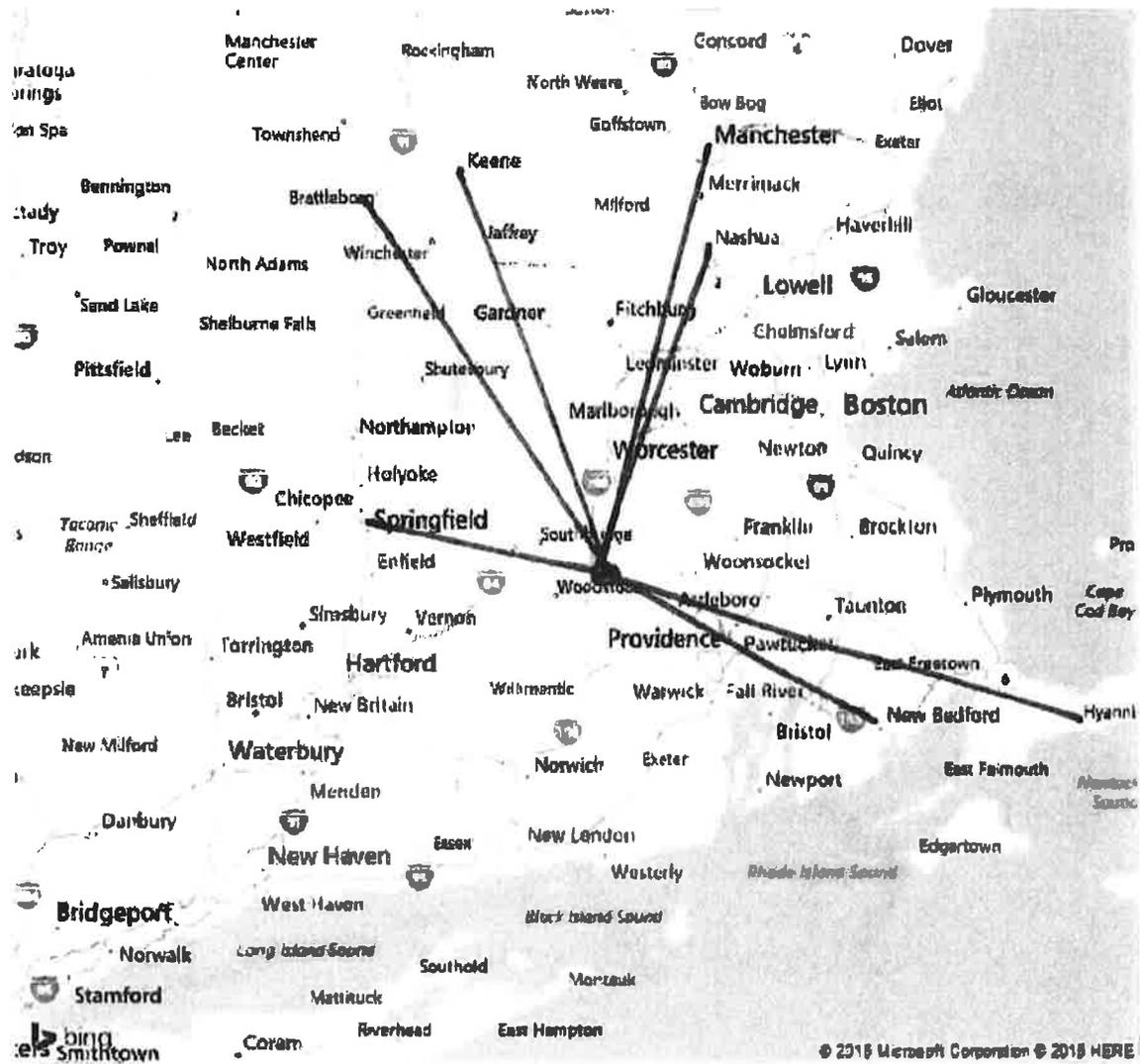
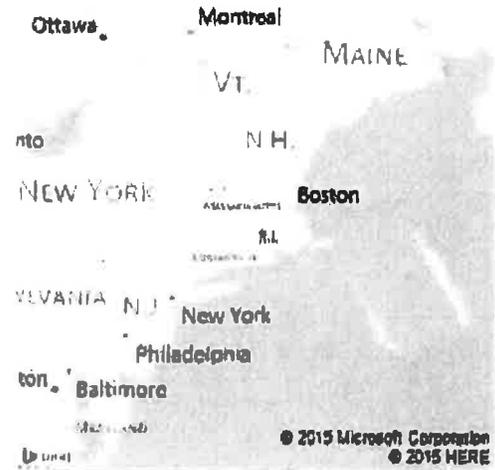
On the go? Use m.bing.com to find maps, directions, businesses, and more.



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.

On the go? Use m.bing.com to find directions, businesses, and more



The next speaker is MaryAnn Chinatti.

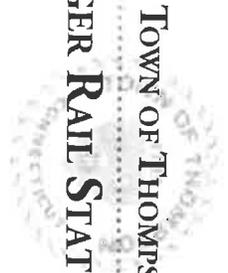
MS. CHINATTI: My name is MaryAnn Chinatti. I'm the director of planning and development for the Town of Thompson, Connecticut. I'm just going to be really brief today, and I'm going to submit more detailed comments by email.

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

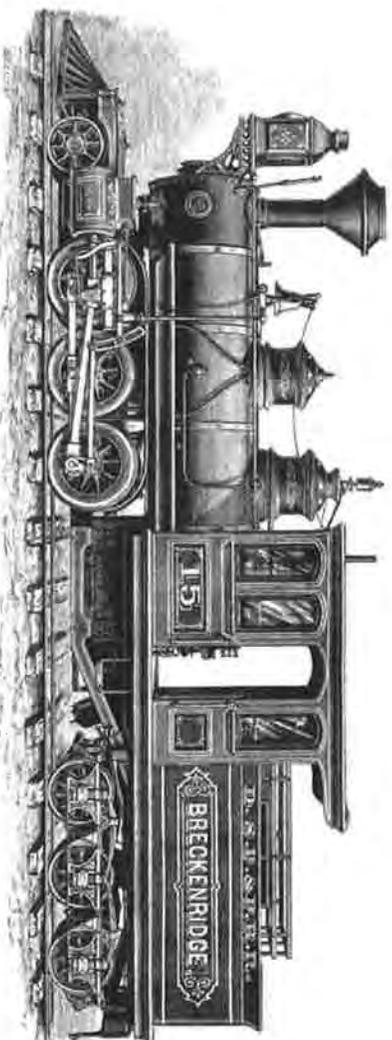
CONFIGURATION ON PREFERRED SITES 31

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 Willsenville 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.

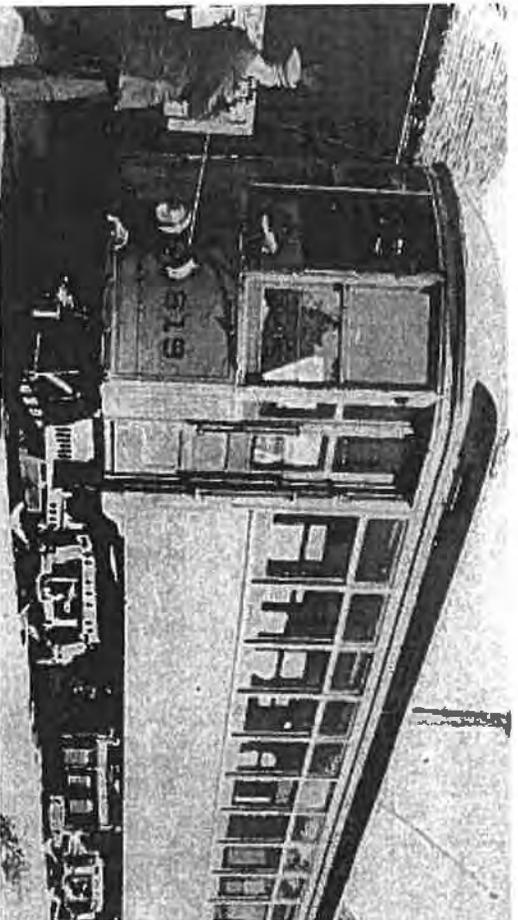


Town of Thompson
Passenger Rail Station Study

Town of Thompson
Passenger Rail Station Study

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

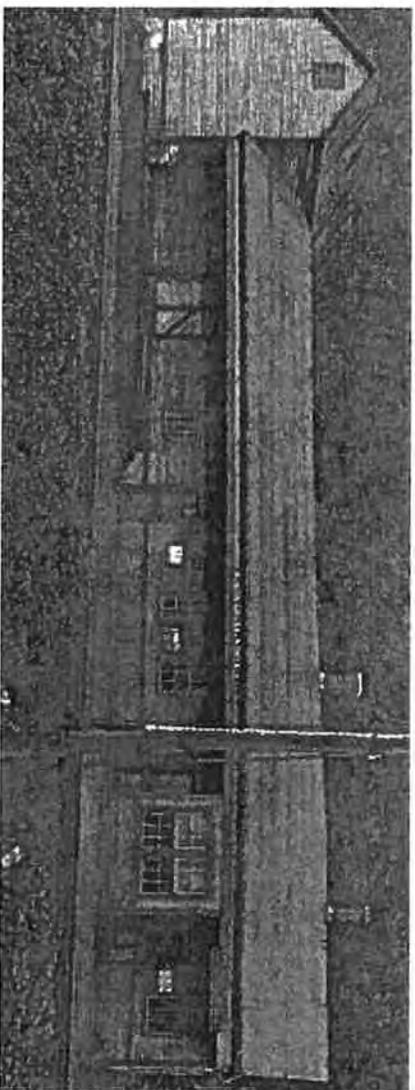
¹ The Thompson Historical Society, Inc., *Echoes of Old Thompson, Volume 2*. Virginia Beach: Donning Co. Publishers, 2006. pg. 50

Boston Hartford and Erie Railroad became the New York & New England Railroad in 1873 and continued the line from Wil-
limantic 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.

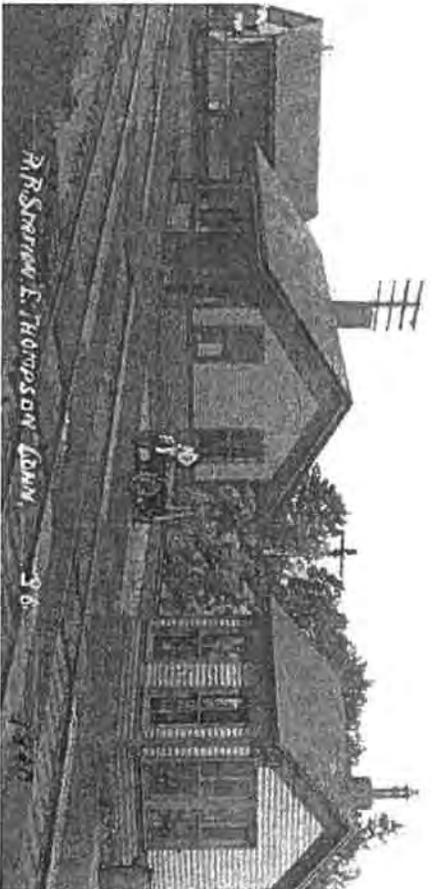
The North Grosvenordale Train Station was a stop along the Norwich and Worcester Railroad. There was a train accident near
the station in 1920 off Buckley Hill Road.

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

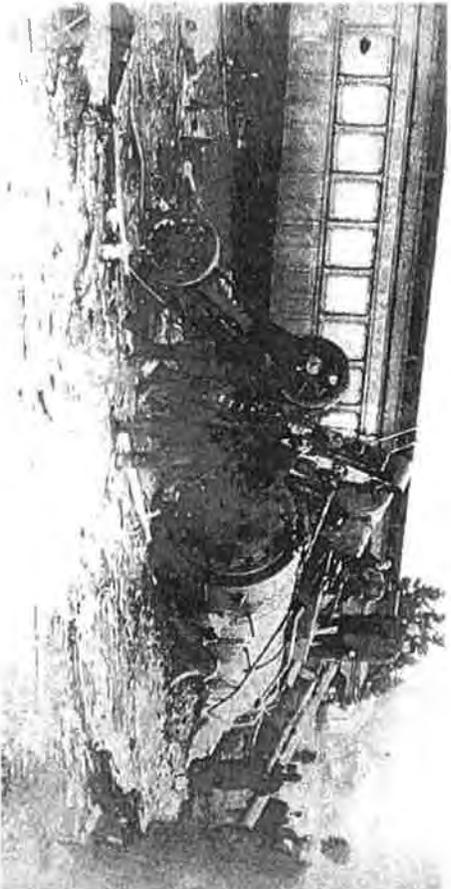


North Grosvenordale Train Station. "Echoes of Old Thompson." Thompson Historical Society.

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

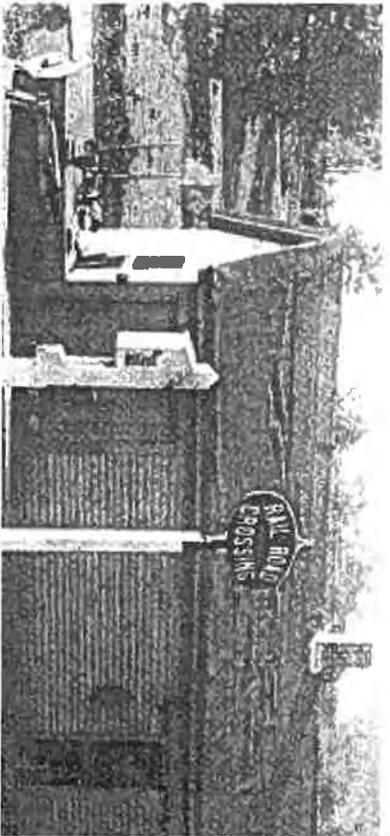


East Thompson Train Station. "Echoes of Old Thompson." Thompson Historical Society.



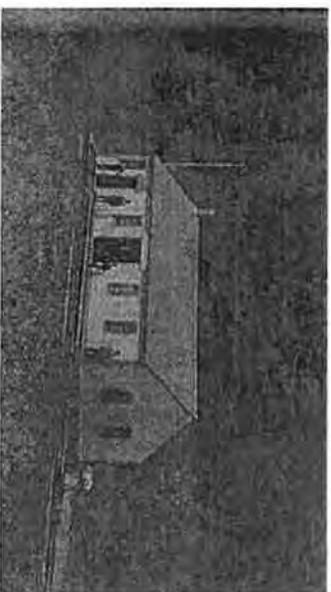
Long Island and Eastern States commuter train after the crash of 1891. "Connecticut Railroads... An Illustrated History." Alice A. Ramsdell.

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.

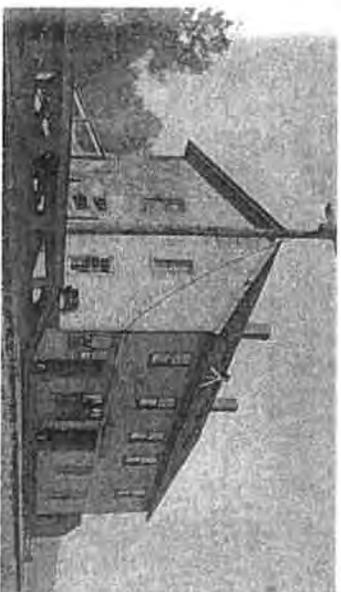


Wilsonville Train Station. "Echoes of Old Thompson." Thompson Historical Society.

The Wilsonville Station was part of the Norwich and Worcester Railroad.

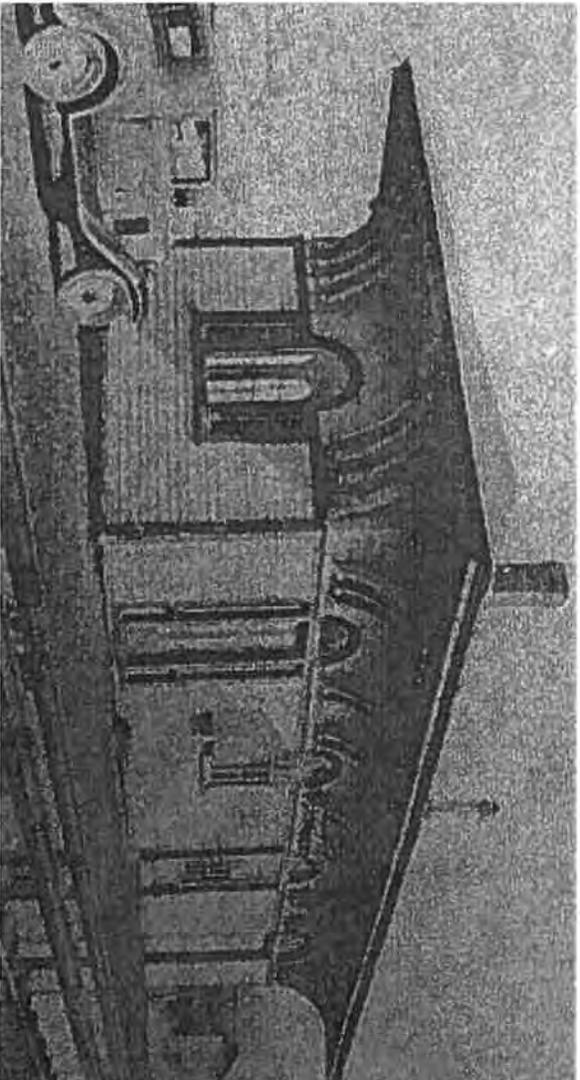


Above: West Thompson Railroad Station. "Echoes of Old Thompson." Thompson Historical Society.



Below: West Thompson Railroad Station (with second floor). "Echoes of Old Thompson." Thompson Historical Society. Lucille Dziadula

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.



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).

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 Vulkan 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 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).

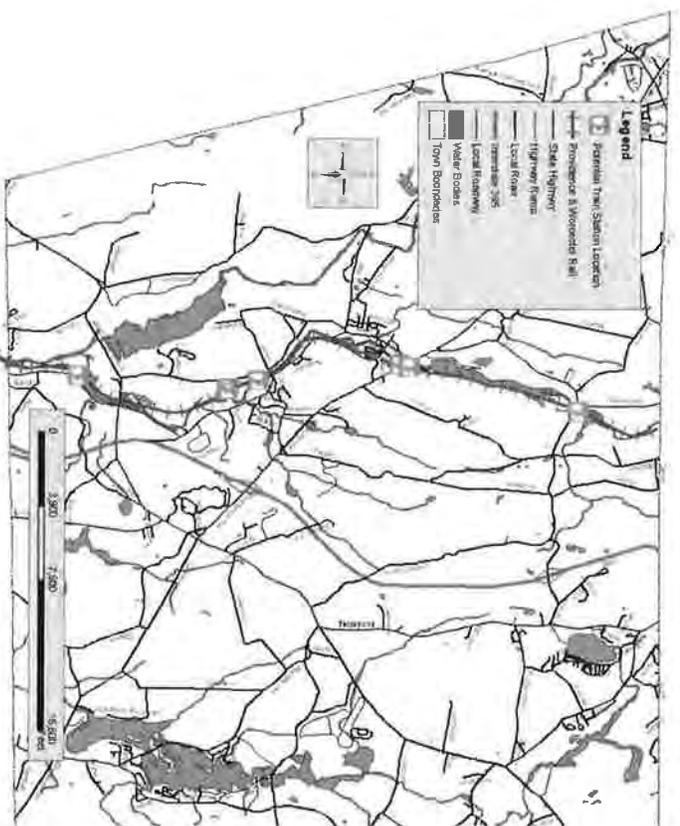
4) Infrastructure for Station-Area Development: The development of a new passenger rail system with new station stops should not be done in isolation of other planning considerations. As seen in places like Metro Washington, DC and along the Connecticut shoreline Metro-North corridor, the location of 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



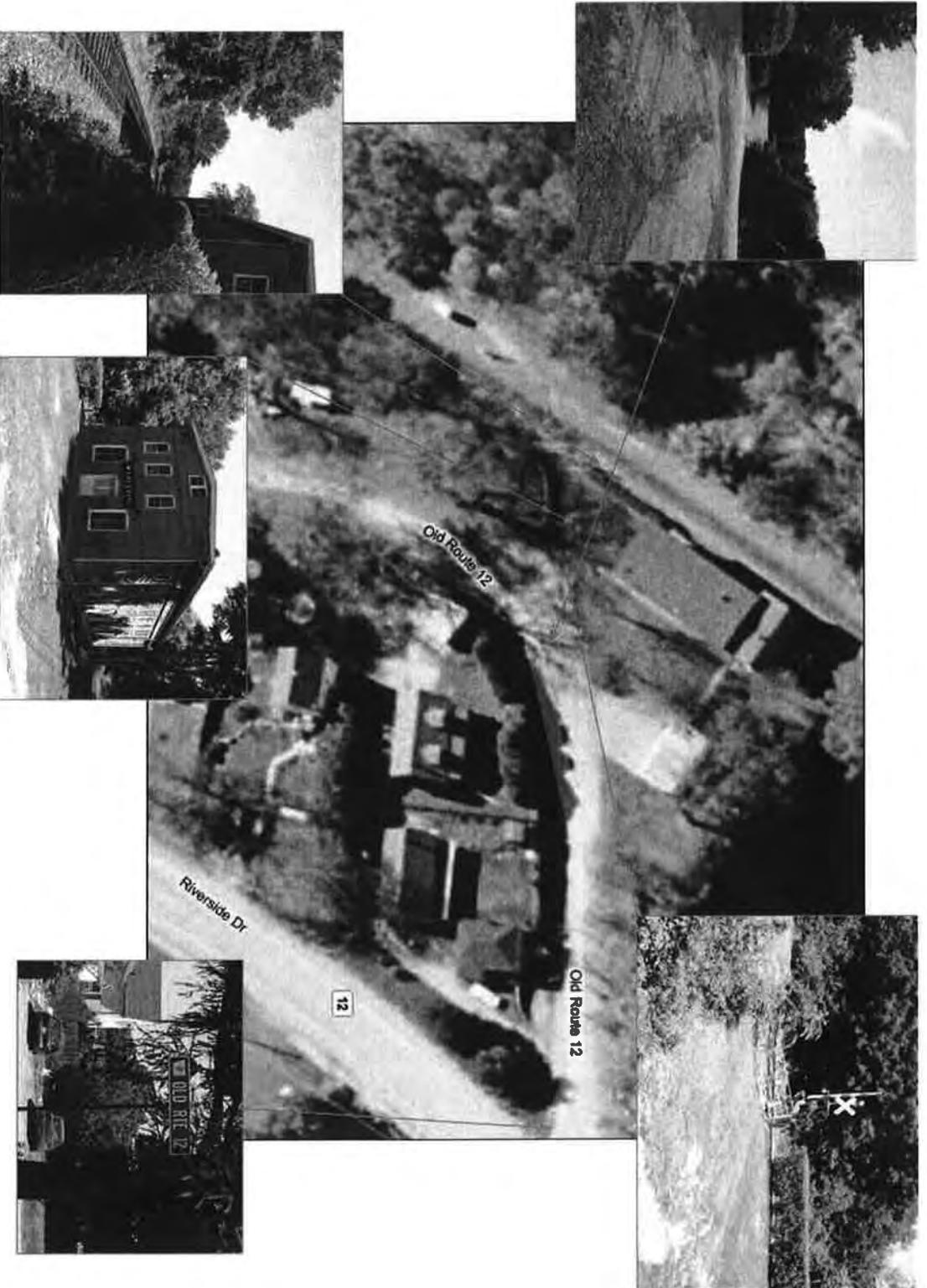
Each of these sites present different opportunities and challenges to developing a viable passenger rail station. What follows is a brief analysis of each of these six sites relative to their suitability for potential development of a station. A map and photographs of each potential station site is also 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

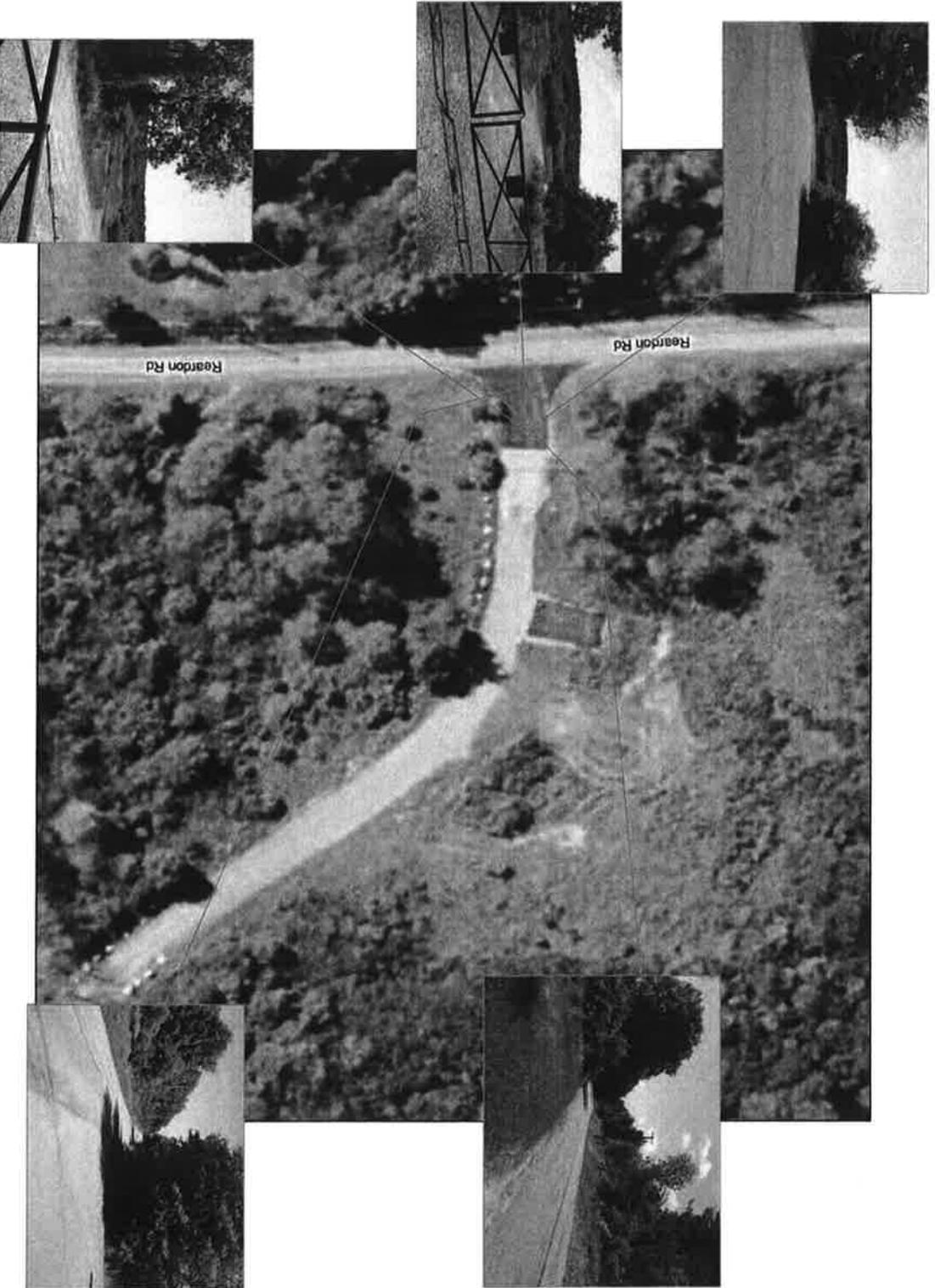


2) **Industrial Park Site, Reardon Road:** Of the six potential sites for passenger rail station, this option has the least history of previous activity or development, and is thus the “blank slate” option. Reardon Road runs along the eastern side of the West Thompson Lake and U.S. Army Corps of Engineers 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

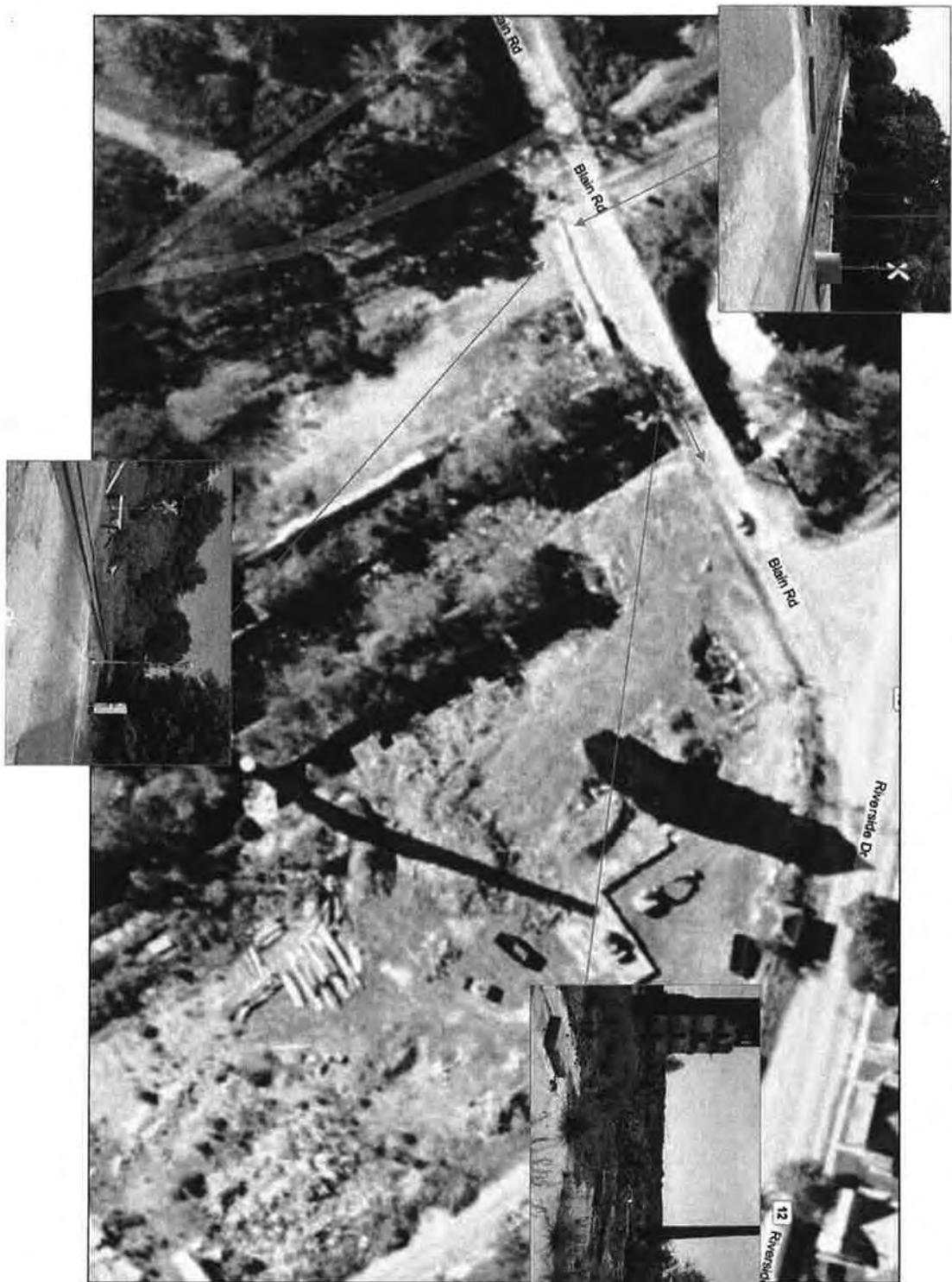


3) **Belding Mill Site, Grosvenordale:** At the location where Route 12, Blain Road, Reardon Road, the Providence & Worcester Railroad tracks, and the French River converge is the site of the former Belding Mill in Grosvenordale. This former textile mill stood for nearly 150 years until massive internal 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**



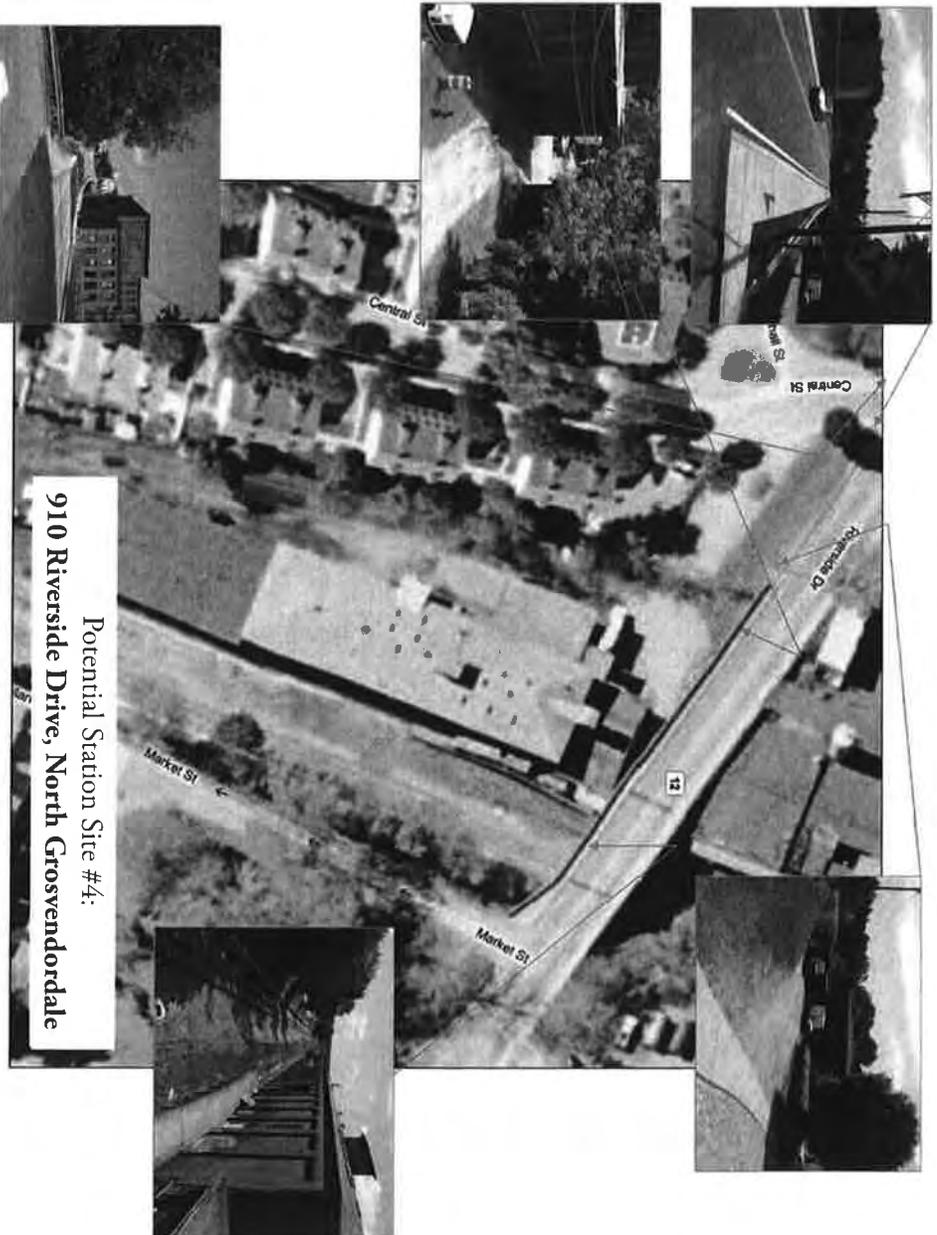
4) **910 Riverside Drive/B&B Pallet in North Grosvenordale:** This location, along with a neighboring property just across Riverside Drive to the north, presents the most central locations for a passenger railroad station in Thompson. Located along the southerly side of Route 12 (Riverside Drive) as 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 underutilized. 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.



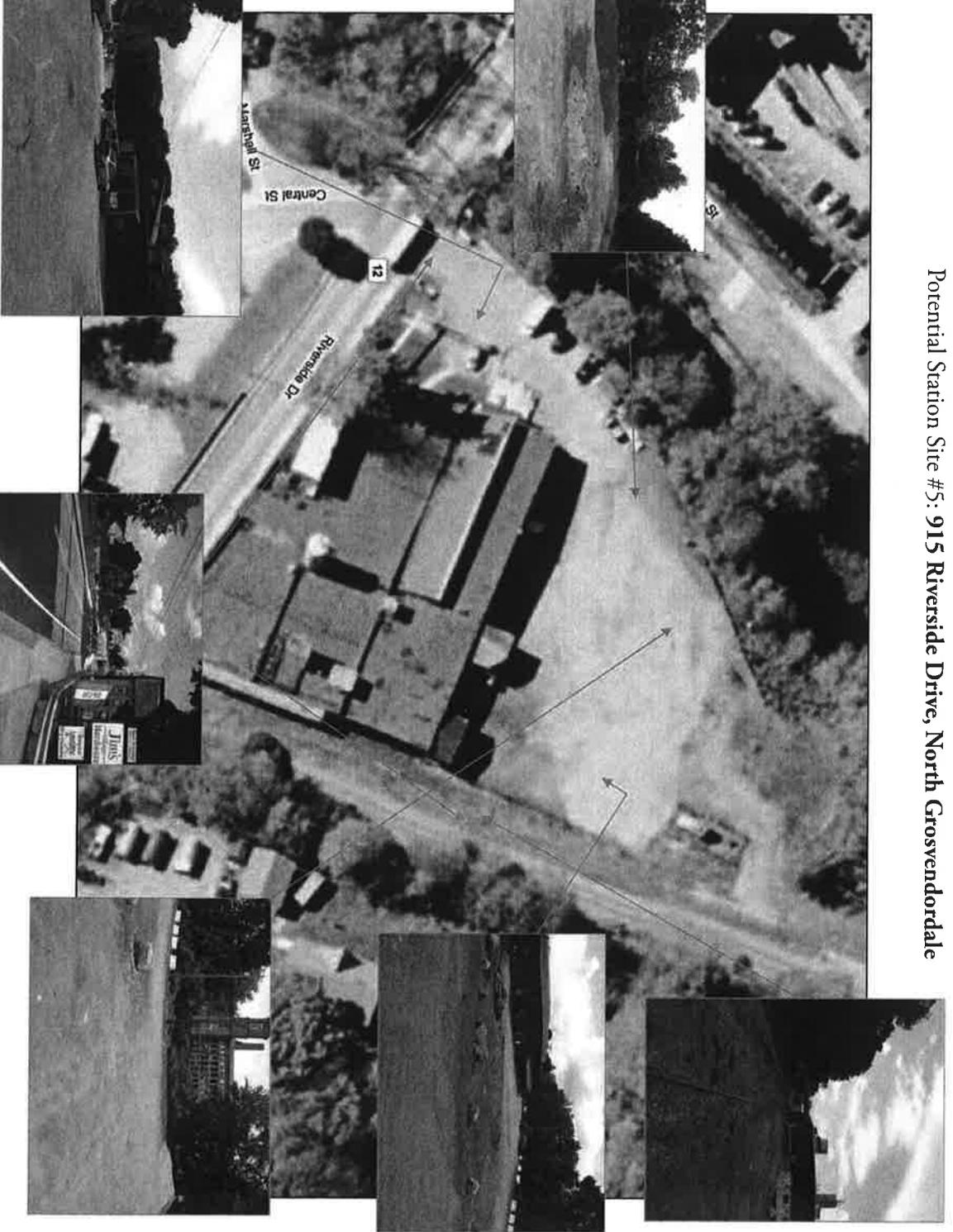
Potential Station Site #4:
910 Riverside Drive, North Grosvendordale

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 Punam 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.

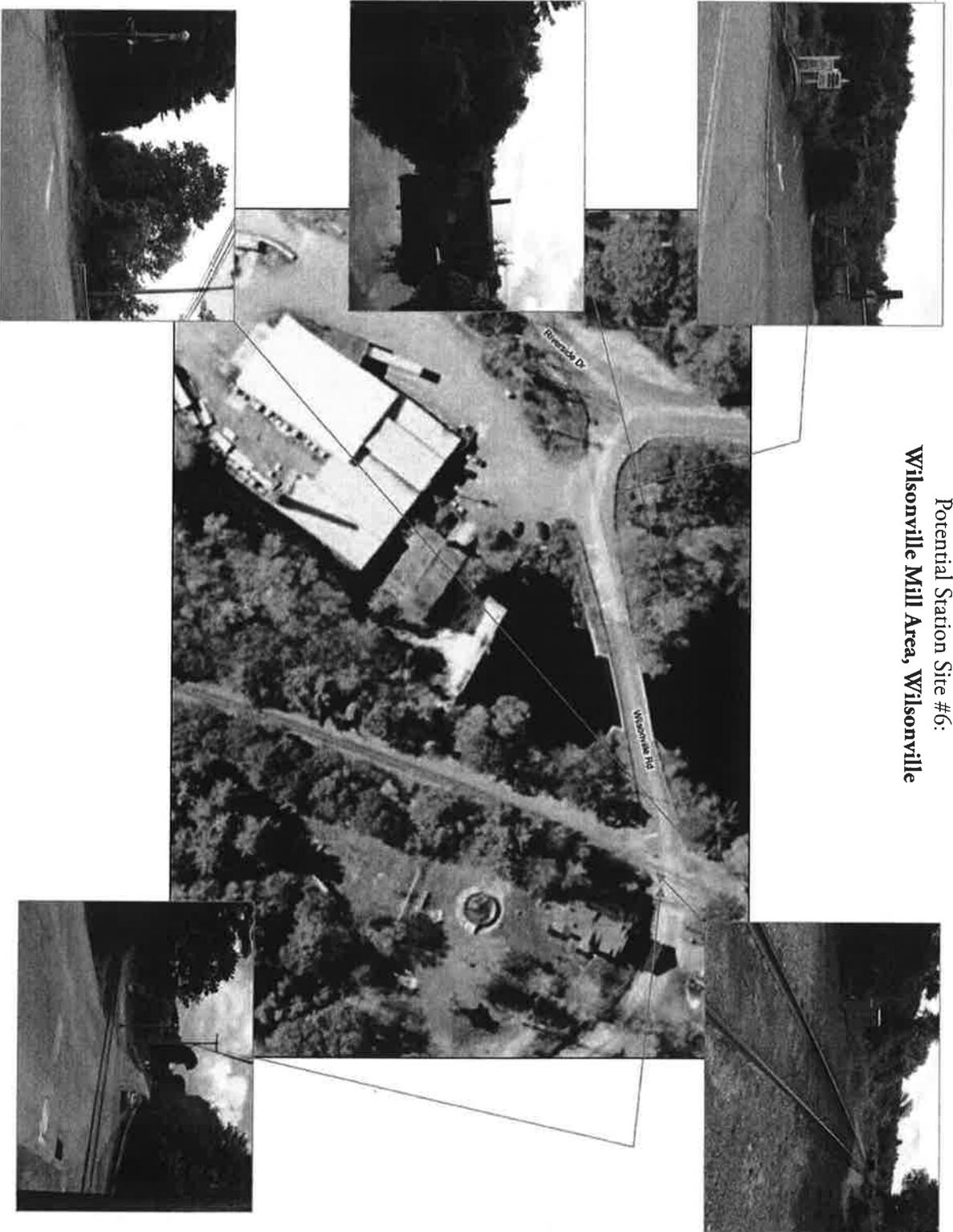
Potential Station Site #5: 915 Riverside Drive, North Grosvenordale



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 development 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 storm-water 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.

Town of Thompson
Passenger Rail Station Study

CONCLUSION

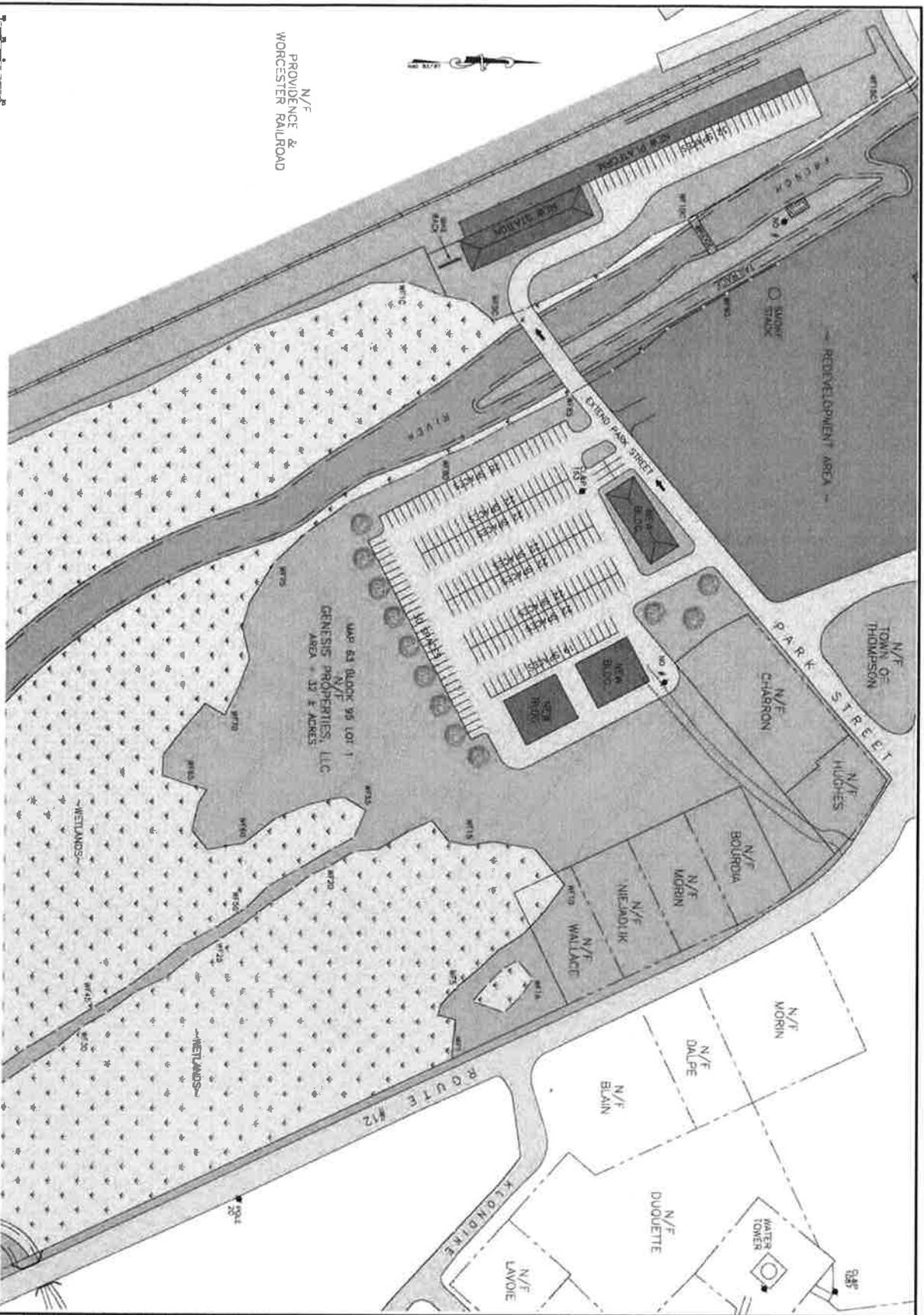
The prospect of a passenger rail line along the existing Providence & Worcester tracks through Thompson is still a distant one. Substantial public investment will be needed to upgrade the tracks and signal system itself, as well as to plan and initiate the network of stations. As part of a long-term 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.



N/F
PROVIDENCE &
WORCESTER RAILROAD



JOB DATA		REVISIONS	
PROJECT	PROVIDENCE AND WORCESTER	NO.	DESCRIPTION
DATE	AUG 15, 2010		
SCALE	1" = 50'		
DRAWN BY	WAL/PAC		
CHECKED BY	WAL/PAC		
DATE PLOTTED	07/15/10		
PLT	07/15/10		

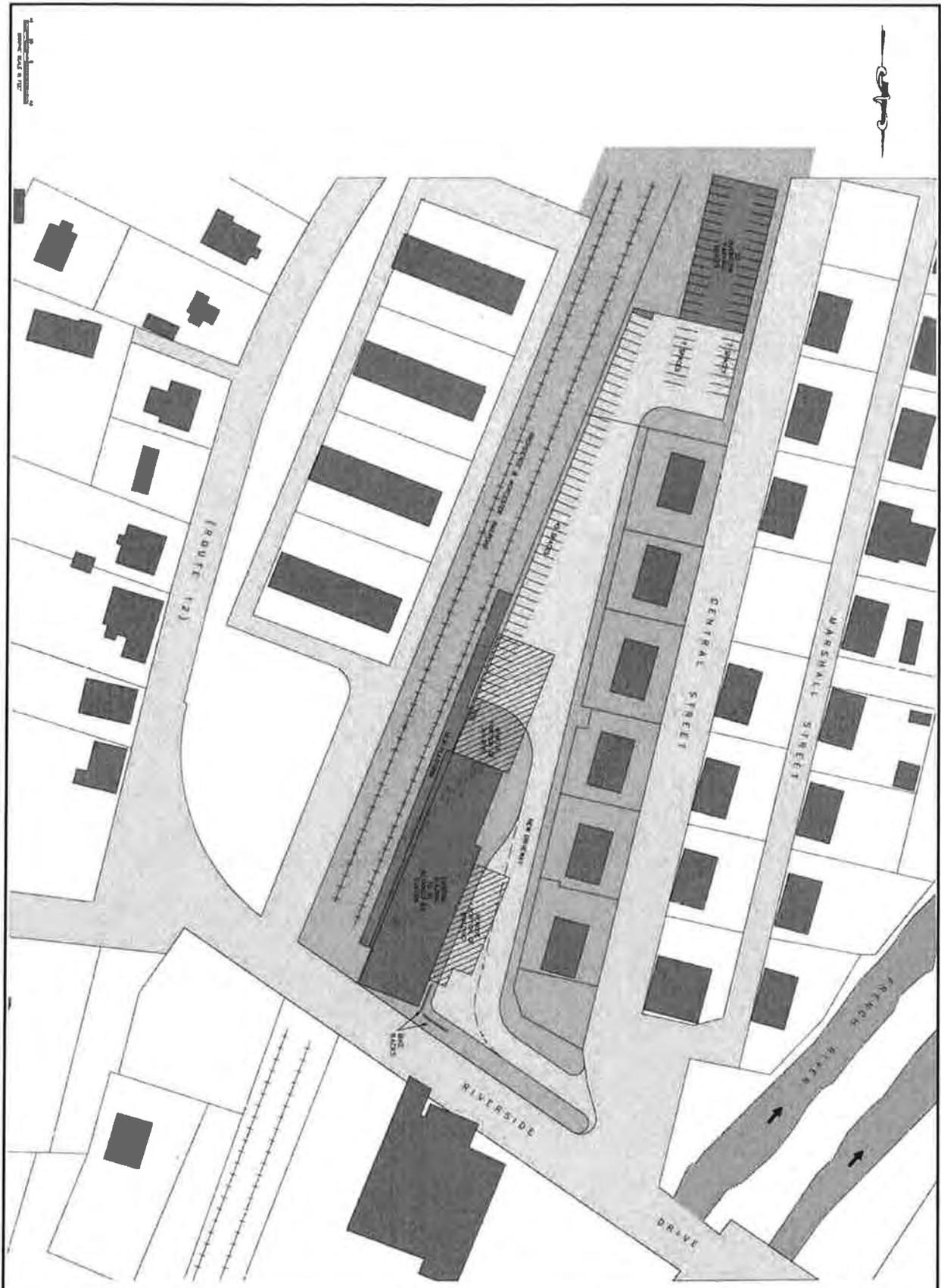
PASSNGR RAIL SYSTEM
PREPARED FOR
TOWN OF THOMPSON
630 RIVERROCK DRIVE (ROUTE #12)
THOMPSON, CONNECTICUT

CONCEPTUAL LAYOUT #1

CME Associates, Inc.

33 Cottage Lane, Westport, CT 06891
60 Iron Road, Suite 200, Norwich, CT 06258
330 East Main Street, East Windsor, CT 06026
60 Elm Street, Southbury, CT 06488

Phone: 860-291-6229
www.cmeassociates.com



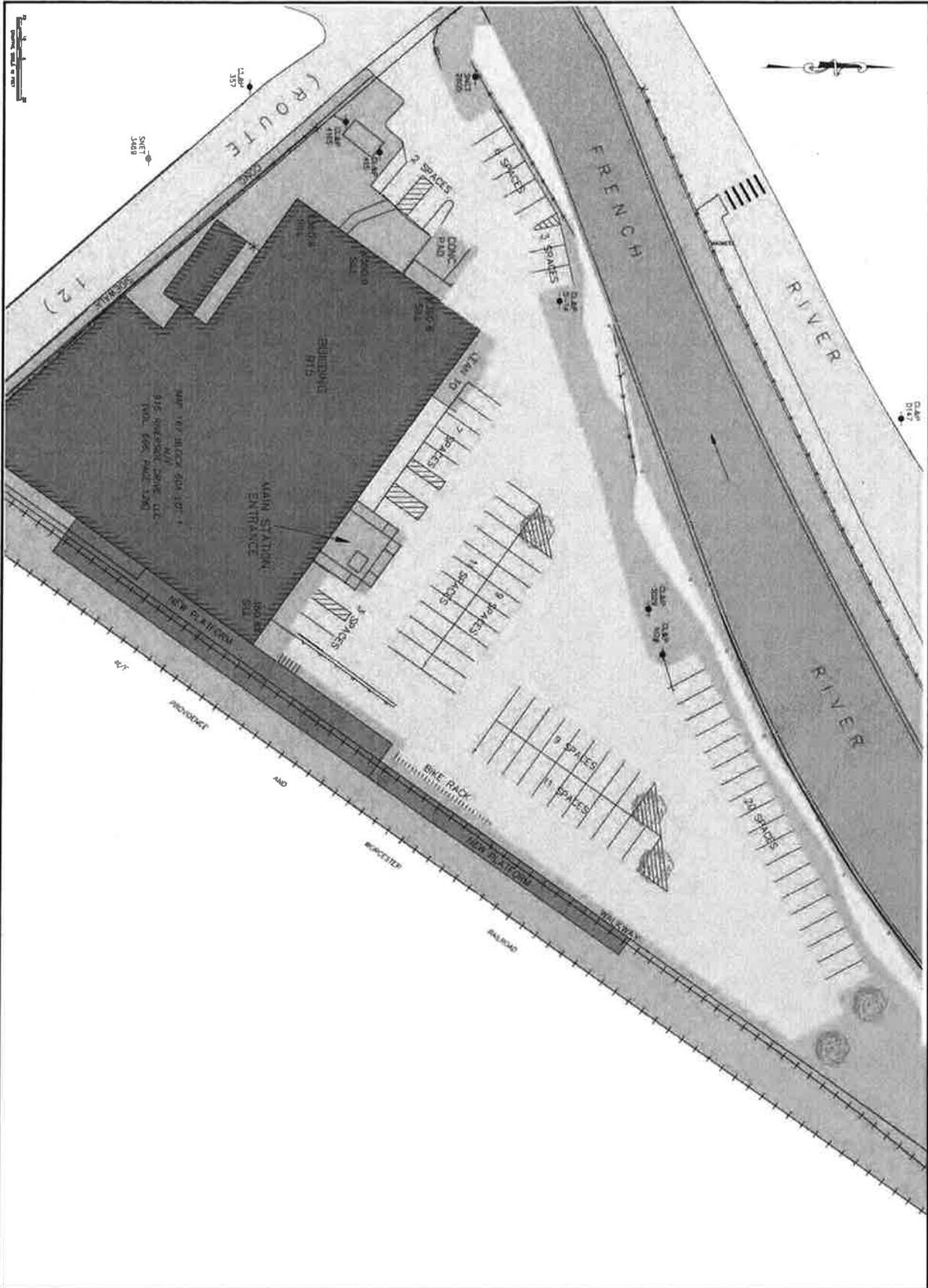
JOB DATA		REVISIONS			
PROJECT	PLANNED DATE FOR START	NO.	DATE	DESCRIPTION	BY
ROUTE 12A					
DESIGNER	AUG/INC				
CHECKED	RT/ST/AB				
DATE	08/11/10				
SCALE	AS SHOWN				

PASSENGER RAIL SYSTEM
 PREPARED FOR
TOWN OF THOMPSON
 815 RIVERSIDE DRIVE (ROUTE #12)
 THOMPSON, CONNECTICUT

CONCEPTUAL LAYOUT #2


CME Associates, Inc.

 20 Collins Lane, Thompson, CT 06251
 20 Main Street, Suite 200 Norwich, CT 06258
 333 West Street Drive, East Hartford, CT 06108
 60 City Center, Southville, MA 01550
 Phone 860-891-4807
 www.cmeassociates.com



JOB DATA		REVISIONS	
PROJECT	201007 Thom Rail Study	NO.	DATE
BOOK NO.	104		
DESIGNER			
DRAWN	WJ/TMG		
CHECKED			
DATE PLOTTED	8/15/10		
SCALE	AS SHOWN		
TITLE	CONCEPT LAYOUT #3		

PASSENGER RAIL SYSTEM
 PREPARED FOR
TOWN OF THOMPSON
 915 RIVERSIDE DRIVE (ROUTE #12)
 THOMPSON, CONNECTICUT

CONCEPT LAYOUT #3

CME CME Associates, Inc.

32 Cromwell Lane, Middletown, CT 06207
 60 Main Street, Suite 200, Meriden, CT 06010
 333 East River Street, East Hartford, CT 06108
 89 Elm Street, Southbury, CT 06488

Phone: 860-331-8822
 Fax: 860-331-8823
 www.cmeassociates.com



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 :

Not Completed

Record Date :

2/15/2016

First Name :

Akman

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

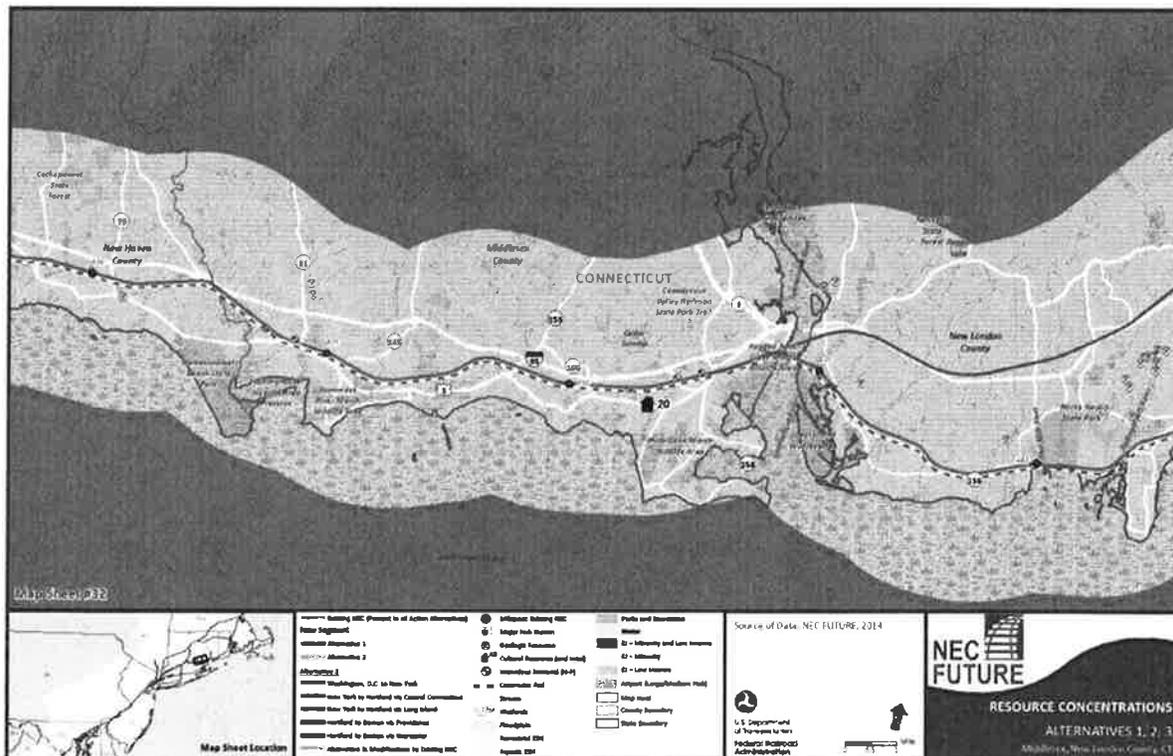
To whom it may concern,

1/31/16

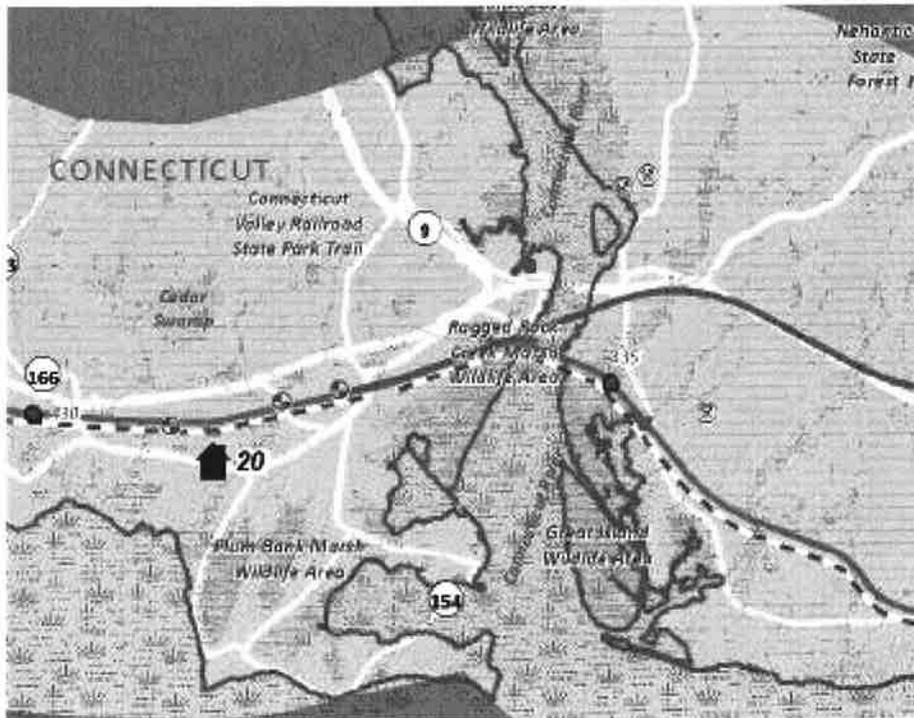
I am a resident of Old Lyme, CT, which is a beautiful historic town, bordered by the Connecticut River, an American Heritage River to the south and the Long Island sound to the east. Today I became aware of the Federal Railway Administration's, FRA, North East Corridor, NEC, proposed Tier 1 EIS Alternatives 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 : ██████████
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 :

████████████████████

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 :

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 cities 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 : Pending
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 :

Ciccione

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 :

Pending

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 :

Project Complete

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
lrobes@greenbeltmd.gov

NEC DEIS Comments - RECORD #2735 DETAIL

Status :

Action Completed

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 | 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.

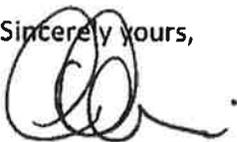
We also see a direct link between the rail investments and the capacity issues facing our regional airspace system. Even with the implementation of NextGen technologies, our three regional airports faced continued capacity constraints. Reinvesting and revitalizing the NEC will attract many of the short 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,

A handwritten signature in black ink, appearing to read 'Anthony Shorris', with a stylized flourish at the end.

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 Complete

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 :

action completed

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 : Action Complete

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 Complete**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 : ~~Review Complete~~

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) <<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,

A handwritten signature in black ink, appearing to read "Amy Blaymore Paterson". The signature is fluid and cursive, with a long horizontal stroke at the end.

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 :

Action Completed

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

New York, NY 10019-3726
E-mail: jmclift@

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

/160216 JMClift Comments- NEC Future Tier 1 Draft EIS

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 : ██████████

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 :

Pending

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 : ██████████
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@██████████
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 Club Barbara K. Johnson, Vice President [REDACTED]

NEC DEIS Comments - RECORD #2942 DETAIL

Status : Pending
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 :

Review Complete

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@suisman.com;mailto:jcollins@suisman.com

Please note: the information contained in this e-mail and any attachments hereto is intended only for the personal and confidential use of the designated recipients. This message may be an attorney-client communication and as such, is privileged and confidential. If the reader/recipient of this message is not the intended recipient, you are hereby notified that you have received this e-mail and all attachments hereto in error and that any review, dissemination, distribution or copying of this e-mail or any of its attachments is strictly prohibited. If you have received this communication in error, please notify the sender immediately by e-mail and destroy the original message received. Thank you.

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*

Raymond L. Baribeault, Jr.

James P. Berryman

Michael A. Blanchard

Eric W. Callahan

Michael P. Carey

John A. Collins, III

Jeanette M. Dostie

Eileen C. Duggan

Bryan P. Fiengo

Jeffrey W. Hill

Ryan W. Jazfri

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-**

A Tradition of Innovative Solutions

Suisman, Shapiro, Wool, Brennan, Gray & Greenberg, P.C.
2 Union Plaza, Suite 200 • P.O. Box 1591, New London, CT 06320
Phone 860-442-4416 • Fax 860-442-0495 • www.suismanshapiro.com

February 12, 2016

Page | 2

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.

February 12, 2016
Page | 3

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 : ~~Action Completed~~

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 :

Action Completed

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 :

[REDACTED]

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 assess 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 through the small coastal towns of Old Saybrook, East Lyme and Old Lyme would have far reaching negative impact. In particular, it's path through Old 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 :

NEC Comments

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.

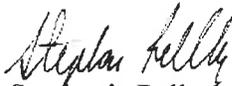
Sincerely,



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



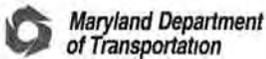
Dear Administrator Feinberg,



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).

District Department of Transportation

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



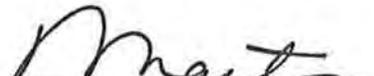
Leif Dormsjo
Director
District Department of Transportation



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 : ██████████

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 : ~~Action Completed~~

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/UriBlockedError.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.

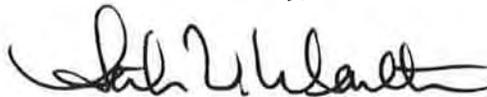
The NSRL would connect Boston's North and South Stations, providing full commuter and subway connectivity in the city, run-through service for intrastate commuter trains, and full connectivity for interstate trains traveling along the Northeast Corridor. The NSRL Draft Environmental Impact Report (DEIR), 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.

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,

A handwritten signature in black ink, appearing to read "Seth Moulton", written in a cursive style.

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.

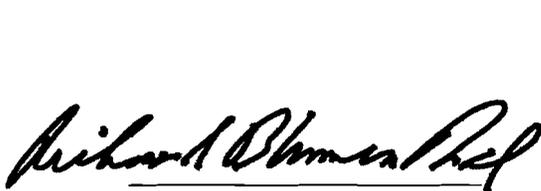
To that end, it is understandable that the NEC FUTURE Draft EIS has raised alarm among many Connecticut residents. Many in the region were surprised to learn about the potential placement of a new rail line in the towns. For example, as currently proposed Alternative 1 would run straight through the 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

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.

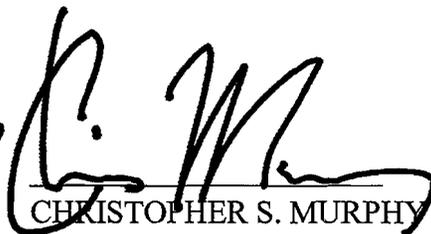
While we understand that the FRA is still in the project planning stages of NEC FUTURE and many more steps remain ahead in this process, we believe consistent community involvement will serve as the most important tool for finding agreeable alternatives, increasing local buy-in, and instilling a sense 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
United States Senate



CHRISTOPHER S. MURPHY
United States Senate



JOE COURTNEY
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 :

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 Corridor 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.

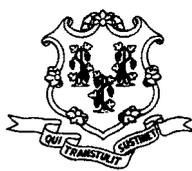
Thank you for considering this request. We look forward to receiving your timely response. Please feel free to call us with any questions.

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
Evyonne 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

MEMBER
ENVIRONMENT COMMITTEE
HIGHER EDUCATION AND EMPLOYMENT
ADVANCEMENT COMMITTEE
TRANSPORTATION COMMITTEE

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

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,

A handwritten signature in black ink, appearing to read "Devin Carney", written in a cursive style.

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
Cheryl Muller	Cheryl Muller	23-1 Grassy Hill Rd Old Lyme	2/11/16
T. ANASTASIOU	T. Anastasiou	264 Shore Old Lyme	2-11-16
Scott Hovest	Scott Hovest	1 Entenfer dr Old Lyme Ct	2-11-16
Cindy Thomas	Cindy Thomas	345 Grassy Hill Rd Lyme	2-11/16
Julia Tirado	Julia Tirado	174 mt. creek Old Lyme	2-11-16
Barbara Rozanski	Barbara Rozanski	84 Flat Rock Hill Rd	2-11-16
Garrett Anton	Garrett Anton	409 Shore Rd.	2-11-16
Brandon Anton	Brandon Anton	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 Greenwood Dr Old	2-11-16
Lisa O'Connell-Smith	Lisa O'Connell-Smith	22 Hillside Rd Old Lyme CT 06321	2-11-16
Elizabeth Ekberg	Elizabeth Ekberg	15 Hillside Rd. OL	2-11-16
Thomas J. Rocchini	Thomas J. Rocchini	5 Strawberry Lane Old Lyme Ct	2-11-16
Brian Robinson	Brian Robinson	Mt La O.L. CT	2-11-16
Randy St Germain	Randy St Germain	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	Jeff Murtz	11 Beckwith Lane	2/11/16
TIM KEENAN	Tim Keenan	34 MILE CREEK	2/11/16
DARCI MURTZ	Darci Murtz	11 Beckwith Lane Old Lyme Ct	2/11/16
Alan Cone	Alan Cone	34 Burr Road Old Lyme Ct	2/11/16
Wayne Hunt	Wayne Hunt	513 Whim Tree Ct Bolivia MC	2/11/16
Kathleen Heest	Kathleen Heest	513 Whim Tree Ct Bolivia MC	2/11/16

nc

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

PETITIONER NAME	SIGNATURE	ADDRESS	DATE
MARIA ANASTASIOU	M. Anastasiou	1 Butterwick LN	2-2-16
Jennifer Lathrop	[Signature]	80 Sterling City rd	2/11/16
Jason Lathrop	[Signature]	80 Sterling City rd	2-11-16
Elda Cone	[Signature]	34 Bull Road	2/11/16
Brian Grenier	[Signature]	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 Schepel	[Signature]	2 Liberty Street, Old Lyme	2/11/16
Maxine Cary	[Signature]	65 Washington Ave. Old Lyme	2/11/16
Karen Yumas	Karen Yumas	93 Flat Rock Hill Rd	2/11/16
Donald Saunders	[Signature]	93 Flat Rock Hill Rd	2/11/16
John Saunders	[Signature]	93 Flat Rock Hill Rd	2/11/16
Andy Sike	[Signature]	27 Becon Ave OL	2/11/16
Jill Marzullo	[Signature]	9 Somerset Lane OL	2-12-16
William Whitten	[Signature]	8 Chadwick Dr. OL	2-12-16
Grisolia Kapeli	[Signature]	8 Chadwick Dr OL	2-12-16
Jane Sante	[Signature]	227 milecreek R 1	2-12-16
Carla Sante	[Signature]	227 milecreek R 4	2-12-16
Carrie Mearns	[Signature]	82 Flat Rock Hill Rd	2/11/16
Joanne Corbett	Joanne F. Corbett	32 Hawkswest Rd oldlyme	2-12-16
Martha Shoemaker	Martha H. Shoemaker	30 Wyckwood Rd	2-12-16
Erick Cushman	[Signature]	24 Wyckwood Rd	2-12-16
ALYSON	[Signature]	3 Punks Ln	2/12/16
HARRY DUVAL	Harry Duval	11 VICTORIA LANE	2/12/16
From a Neighbor	[Signature]	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

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
Barbara Preston	[Signature]	14 Ferry Rd, Old Lyme CT	2/9/16
Johel MAYNEZ	[Signature]	GOOSE CREEK RD, OXFORD	2/9/16
Robin Schonberger	[Signature]	12 Sill Lane Old Lyme ct	2/9/16
D Embre	[Signature]	27 Johnston Rd Lyme	2/9/16
Lynne Woodside	[Signature]	84 Rogers Lake Trail OL	2/9/16
I. HIERET	[Signature]	14 Laurel Dr	2/9/16
Erin Storb	[Signature]	14 Somerset Lane, Old Lyme	2/9/16
Kate Both	[Signature]	171 Mile Creek Rd	2/9/16
EVE TOOD	[Signature]	1 Library Lane - Old Lyme, CT	2/9/16
Betsy Barrall	[Signature]	13 Plants Dam Rd East Lyme	2/9/16
Patricia Davidsen	[Signature]	118 Bill Hill Rd Lyme	2/9/16
Kristin Davis	[Signature]	130 Boston Post Rd Old Lyme	2/9/16
Brittney Barber	[Signature]	48 BOSTON POST RD Old Lyme	2/9/16
Jeffrey Maxwell	[Signature]	15 Pin Oak Trail Old Lyme	2/9/16
FORWARD COFFEE	[Signature]	9 HICKORY RD E, OLD LYME	2/10/16
Tom Penfield	[Signature]	8 Blackwell Rd Old Lyme	2/10/16
Chris Wood Miller	[Signature]	51 Bill Hill RD Lyme	2/10/16
Limbery Rochette	[Signature]	7 Sunset Lane Old Lyme	2/10/16
ROBERTA McGRACKEN	[Signature]	1722 Brush Hill Rd Lyme CT 06371	2/10/16
SARAH McGRACKEN	[Signature]	" " " " " " "	2/10/16
Don ROBERTSON	[Signature]	11 1/2 Knutson Rd.	2/10/16
Virginia James	[Signature]	157 Boston Post Rd Old Lyme	2/10/16
John Byron	[Signature]	6 DUCHESS DRIVE OL	2/10/16
Nancy Patz	[Signature]	73 Flat Rock Hill Rd OL	2/10/16

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
RON VIDON	Ronald Vidon	134 BOSTON POST RD	2-7-16
JUNATHAN BORDERS	[Signature]	10 DUNNS LANE	2/7/16
JOHN PEELER	[Signature]	6 TOWN WOODS ROAD	2/7/16
Shelley Meyer	[Signature]	304 Hamburg Rd	2/8/16
[Signature]	[Signature]	153 Boston Post	2/8/16
[Signature]	[Signature]	20 Bellaire Rn	2/8/16
Elaine Wojcik	[Signature]	455 Hamburg	2/9/16
Freda Anholt	[Signature]	650 New York	2/8/16
MARTIN GRISWOLD	[Signature]	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
Rud Clayton	[Signature]	26 Fourmile River Rd.	2/8/16
PAT SPRATT	[Signature]	56 Grass Hill Rd Old Lyme CT 06371	2/8/16
Monique Foster	[Signature]	2 Johnny Colice Hill Rd Old Lyme CT 06371	2/8/16
Brittney Barbato	[Signature]	48 Boston Post Rd OL CT 06371	2/8/16
Trey Barbato	[Signature]	48 Boston Post Road OL CT 06371	2/8/16
NICK TODARO	[Signature]	167 Grossy Hill Rd Ct 06371	2/8/16
Hilda Heck	[Signature]	3 Oak Tree Ln Lyme Ct 06371	2/8/16
Elizabeth Kellogg	[Signature]	26-2 Becket Hill Lyme, CT 06371	2/8/16
Bill Mowal	[Signature]	30 Whippoorwill Rd OL 06371	2/8/16
Stacey Spencer	[Signature]	30 Whippoorwill Rd OL 06371	2/8/16
Carol Ann Myers	[Signature]	12 Shawandase Rd Waterford CT, 06385	2/8/16
Tack Bolato	[Signature]	48 Boston Post Rd Old Lyme	2/8/16
April Jacobson	[Signature]	518 BPR E. Lyme CT 06333	2/9/16

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
Henry Broom	<i>Henry Broom</i>	162 Ferry Rd Old Lyme Ct	2/10/16
Alan Ziege	<i>Alan Ziege</i>	769 Hartford Rd. Salem, CT	2/10/16
Keske Stoffer	<i>Keske Stoffer</i>	68 Brockway Ferry Rd Lyme	2/10/16
Caroline Muhsin	<i>Caroline Muhsin</i>	29 Four Mile River Rd, old Lyme	
Kerrie Kolesnik	<i>Kerrie Kolesnik</i>	11 Sunset Dr Old Lyme	2/10/16
Brittney Barbato	<i>Brittney Barbato</i>	48 Boston Post Rd Old Lyme	2/10/16
Mary McAndrew	<i>Mary McAndrew</i>	7 Whipoorwill Road Old Lyme	2/10/16
Helen Scott	<i>Helen C. Scott</i>	20 Browns Lane Old Lyme	2/10/16
Christina Hottel	<i>Christina Hottel</i>	36 Coult Lane, Old Lyme	2/10/16
Rom Verzaw	<i>Rom Verzaw</i>	5 Woodridge Hill Rd OL	2/10/16
Arlene Morrison	<i>Arlene Morrison</i>	5 Chadwick OL	2/10/16
Troy Barbato	<i>Troy Barbato</i>	48 Boston Post Rd OL 06371	2/10/16
Alicia Jordan	<i>Alicia Jordan</i>	59 Whipoorwill Rd old Lyme	2/11/16
Chris Cilio	<i>Chris Cilio</i>	64 Lord Hill Lane Lyme	2/11/16
Susan Irwin	<i>Susan Irwin</i>	15 White Oak Trail Old Lyme	2/11/16
Jason Bjornby	<i>Jason Bjornby</i>	59 Brush Hill Rd LYME	2/11/16
Cheson Conroy	<i>Cheson Conroy</i>	22 Saunders Hall Old Lyme	2/11/16
Sudrabriswid	<i>Sudrabriswid</i>	5 briswid Point Old Lyme CT	2/11/16
Christopher Patz	<i>Christopher Patz</i>	73 Flat Rock Hill Rd old Lyme CO	2/11/16
Gennie Cliffe	<i>Gennie S.B. Cliffe</i>	2-1 Lee Street Old Lyme - CT -	2/11/16
David Littlefield	<i>David Littlefield</i>	271 mile Creek Rd old Lyme Ct	2/11/16
Elene Deslaur	<i>Elene Deslaur</i>	271 mile Creek Rd. Old Lyme, Ct.	2/11/16
Betsy Guith	<i>Betsy Guith</i>	1 Alan Dr OL	2/11/16
Jordan Arnold	<i>Jordan Arnold</i>	56 Town Woods Rd old Lyme CT	2/11/16
Sue Hasting	<i>Susan M. Hasting</i>	145 Beodest Lyme 06371	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
Joan Fidler	<i>Joan Fidler</i>	52-1 Blood St, Lyme, CT 06371	2/7/16
Rich Fidler	<i>Rich Fidler</i>	52-1 Blood St Lyme CT 06371	2/7/16
Teresa McTigue	<i>Teresa McTigue</i>	211-4 Whippoorwill Rd Old Lyme, CT	2/7/16
KEVIN McTigue	<i>Kevin McTigue</i>	211-4 Whippoorwill Rd Old Lyme, CT 06371	2/7/16
Jason McIlhenny	<i>Jason McIlhenny</i>	11 Stonehights Dr. Waterford 06385	2/8/16
Thomas Sessa	<i>Thomas Sessa</i>	46-1 Town Woods Road Old Lyme CT 06371	2-8-16
BILL LESICH	<i>Bill Lesich</i>	930508 Post Rd	2/8/16
MARK Koberberg	<i>Mark Koberberg</i>	Green valley lake Rd old Lyme CT	2/8/16
JOHN WELLES	<i>John Welles</i>	1463 BOSTON POST RD. OLD LYME, CT	2/8/16
James P. Courton	<i>James P. Courton</i>	97 Old Norwich Rd. Quaker Hill Ct.	2/8/16
STEWART	<i>Stewart</i>	26 OAK ST LYME	2/8/16
SM DANENHOWER	<i>SM DANENHOWER</i>	35 Ben Franklin Rd. O.L.	2/9/16
Judith Read	<i>Judith Read</i>	35 Ben Franklin Rd. Old Lyme CT	2/9/16
Will Anderson	<i>Will Anderson</i>	70 1/2 STABLE RD old Lyme	
Paul Sagastino	<i>Paul Sagastino</i>	21 Lyme St. Old Lyme	2/9/16
Russell Cobb	<i>Russell Cobb</i>	131 W. PRINCETON RD. Old Lyme	2/10/16
JAMES H. GODFREY	<i>James H. Godfrey</i>	131 WHIPPOORWILL RD OLD LYME	10/2/16
GEORGE SALKIN	<i>George Salkin</i>	7 Matamoras Ridge, O.L. CT 06371	2/11/16
SUSAN MORROW	<i>Susan Morrow</i>	106-2A Timber Lane E. CT 06371	2/11/16
CHRIS CROWELL	<i>Chris Crowell</i>	106-2B Timber Lane Lyme CT 06371	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
Ellen T. McDougall	Ellen T. McDougall	9 Griswold Ave Old Lyme, CT 06371	2-9-16
ANN GARRETT	Ann Garrett	91 Rogers U-Old Lyme CT	2-9-16
Lisa Campbell	Lisa Campbell	10 Bailey 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
Jeanne Peirs	JEANNETTE S PEIRS	3 BRIGHTON OL.	"
MARION EWANKOW	Marion Ewanke	75 Norwich-Salem Rd, Old Lyme CT 06371	2-9-16
QUENTON PLUMMER	Quenton Plummer	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 Pickering Cove Tr	2/9/16
John Urbowicz	John Urbowicz	24 Homestead Cir. OL.	2-9-16
Carol Wood	Carol Wood	104 Ely's Ferry Rd Lyme	2/9/16
CHESTER	Robert Chester	27 TALCOTT FARM OLD LYME	2/9/16
Alex Hibert	Alex Hibert	49 Jetticho Dr, IL	
JOHN LOCKE	John Locke	27 Samsous Hollow Rd.	"
Beverly Page	Beverly Page	4 Clark's Lane	2/9/16
KATHERINE BALOGH	Katherine Balogh	31 Wyckwood Rd Old Lyme CT 06371	2/9/2016
Cynthia Taylor	Cynthia 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 Lane, Old Lyme CT 06371	2/9/2016
Patsy McCook	Patsy McCook	6 Laurel Drive, Old Lyme, CT	2/9/2016
Constance D. Knapp	Constance D. Knapp	12 Wyckwood Rd Old Lyme, CT	2/9/2016

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
Marisa Hartmann	Marisa Hartmann	5 Cold Grass Lane O.L. CT 06371	2-12-16
Susan Gyger	Susan Gyger	21 Library Lane O.L. 06371	2/13/16
Leslie Massa	Leslie Massa	10 Bayberry Ridge Old Lyme 06371	2/13/16
Nancy Strobla	Nancy Strobla	18 Landing Rd Old Lyme	2/13/16
Sloan Darenbore	Sloan Darenbore	35 Ben Franklin Rd Old Lyme CT	2/12/16
Mark Masse	Mark Masse	10 Bayberry Ridge Old Lyme CT	2/12/16
Susan Lafourette	Susan Lafourette	4 Littlefield Dr, Old Lyme CT	2/12/2016
David Bacia	David Bacia	6 Saunders Hill Rd	2/12/16
DAVID BUSTLEY	David Bustley	160 Town Woods Rd, Lyme CT	2/12/16
Mark Haskins	Mark Haskins	15 Tisbury Rd Old Lyme CT	2/12/16
Kinda Hege	Kinda Hege	135 Sharp Hill Rd, Uncasville, CT	2/12/16
HEATHER BENNETT	Heather Bennett	8 SANDPIPER PT RD OLD LYME CT	2/12/16
Kimberly Gearing	Kimberly Gearing	4 Landing Rd. Old Lyme CT	2/12/16
STEPHEN PENNA	Stephen Penna	4 KEYBOARD LANE TRAYTON, CT	2/12/16
Cessey Kneeland	Cessey Kneeland	4 landing rd. old Lyme. CT	
Caryn Rice	Caryn Rice	301 Tisbury Hill Rd. Lyme, CT	2/12/16
Ann Lander	Ann 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	Rebekah Barrett	229 Brantford Rd North Brantford, CT	2/12/16
PAUL A. SNEIL	Paul A. Snell	409 BUDSLINGTON RN BROTON, CT	2/12/16
Bonnie Foster	Bonnie Foster	50 Old Salt Works Rd, Westbrook, CT	2/12/16
Sean Olbrych	Sean Olbrych	8 CASINO RD, MYSTIC, CT 06355	2/12/16
Sharon Silver	Sharon Silver	9109 Main St, Arctic 06357	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
Robin Tohill	Robin M Tohill	123 Meriden Rd Middlefield Ct	2/11/16
Bruce Tohill	Bruce Tohill	123 Meriden Road Middlefield Ct	2/11/16
R. MASTRONUNZO	R. Mastronunzo	1070 OCEAN AVE N.L. 06320	2/11/16
DON GANCI	Don Ganci	84 SILL LAWE OL 06371	2/11/16
DOINA GANCI	Doina Ganci	84 SILL LAWE 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
Sue Clark	Sue Clark	167 Mt Arched Rd Lyme Ct 06371	2-11-16
Pamela R. Shine	Pamela R. Shine	93 Boston Hill Rd. Lebanon, CT 06249	"
Shelby Bersing	Shelby Bersing	34A West hills Rd Essex CT	" "
Linda Roseland	Linda Roseland	266 Shore Rd Wrsd, Ct 06385	2/11/16
Lester French	Lester French	37 Rt Long pond Rd Ledyard	2/11/16
E. Mac Mullan	E. Mac Mullan	4 PLUM TREE LN NIAHTIC	2/11/16
MM Palmer	MM Palmer	6 STAR ST OL, CT 06320	2/11/16
ROBERT A. PETHAMP	Robert A. Pethamp	200 N. Water St Stratford, Ct 06424	2/11/16
Julianne Johnson	Julianne Johnson	511 HIGH ST MYSTIC 06355	2-11-16
Stephen Alling	Stephen Alling	14 Godfrey St, Mystic Ct 06355	2/11/16
George Sparace	George Sparace	669 PEQUOT AVE NEW LONDON CT 06320	2/11/16
Barbara Sweet	Barbara Sweet	815 PEQUOT AVE NEW LONDON CT 06320	2/11/16
Treatna Hillhouse	Treatna Hillhouse	7 Fairhaven Rd Niantic, CT 06357	2/11/16
Mike Hillhouse	Mike Hillhouse	7 FAIRHAVEN RD. NIAHTIC CT 06357	2/11/16
Mary Seidner	Mary Seidner	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 Roy	Anne Roy	41 Ferry Rd Hadlyme CT PO Box 436 06439	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
George E Ryan	<i>George E Ryan</i>	12 Browns Lane, Old Lyme CT	10 Feb 16
JOAN K. RYAN	<i>Joan K Ryan</i>	12 BROWNS LANE OLD LYME CT	18 Feb 16
Fred Callahan	<i>Fred Callahan</i>	14 Oak Rd Old Lyme (OL Taxpayer)	10 Feb 16
Bonnie Berkman	<i>Bonnie Berkman</i>	9 Cutler Rd Old Lyme CT	2/10/16
Nancy Hutchinson	<i>Nancy Hutchinson</i>	7 Squire Hill Old Lyme CT	2/10/16
Richard H. Shriver	<i>Richard H. Shriver</i>	1 Phyllis Landing Old Lyme CT	2/10/16
Richard E Shriver	<i>Richard E Shriver</i>	56 Neck Rd Old Lyme Ct 06371	2/10/16
Michael Parks	<i>Michael Parks</i>	77 Neck Rd Old Lyme CT 06371	2/10/16
Jim Rice	<i>Jim Rice</i>	23 Library Lane, Old Lyme	2/10/16
Johanne Johnson	<i>Johanne Johnson</i>	16 Tautumhoking Rd, Old Lyme	2/10/16
Jean Wikczpinski	<i>Jean Wikczpinski</i>	4 Duchess Dr Old Lyme	2/10/16
Karen Orriff	<i>Karen Orriff</i>	7 Dennis Rd. Old Lyme	2/10/16
Baylor Dawn	<i>Baylor Dawn</i>	102 Silk Lane Old Lyme, CT	2/10/16
Ryan Gurn	<i>Ryan Gurn</i>	102 Silk Lane Old Lyme, CT	2/10/16
DAVID NOE	<i>David Noe</i>	4 STONEWOOD DR. OLD LYME, CT	2/10/16
Pat Lenihan	<i>Pat Lenihan</i>	164 Hammock Rd, Westbrook CT	2/10/16
Elaine Quayle	<i>Elaine Quayle</i>	126 Murray Lane Guilford	2/10/16
Claudia Workman	<i>Claudia Workman</i>	11 Lyme Street, Old Lyme CT	2/10/16
Nancy Flis	<i>Nancy Flis</i>	130 Sandy Point Rd - Old Saybrook	2/10/16
Lynne Steves	<i>Lynne Steves</i>	100 Dudley Ave #39 Old Saybrook CT	2/10/16
Eileen Browne	<i>Eileen Browne</i>	133 Kingfisher Lane Westbrook CT	2/10/16
Sara Keeney	<i>Sara Keeney</i>	116 Bayside Rd - Old Saybrook	2/10/16
Darlene Jones	<i>Darlene Jones</i>	358 Old Saybrook Westbrook CT	2/10/16
May Magid	<i>May Magid</i>	103 Ferry Rd, Old Lyme CT	2/10/16

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
Elizabeth Dill	<i>E Dill</i>	2242 Beaver Brook Rd, Lyme, CT	2/10/16
Francis Sablone	<i>F Sablone</i>	68 Grassy Hill Rd, Old Lyme CT	2/10/16
Tracy McKinstry	<i>Tracy McKinstry</i>	41 Jericho Dr OL	"
Mary Ingraham	<i>Mary Ingraham</i>	303 Twin Lakes Rd. N. Branford, CT	2/10/16
Denise Ogden	<i>Denise Ogden</i>	31 Coult Lane Old Lyme	2-10-16
D LOPRESTI	<i>D Lopresti</i>	127 NECK RD OL	2/10/16
J Atkinson	<i>J Atkinson</i>	14 Coult Lane, Old Lyme	10 FEB 16
MARY STONE	<i>Mary Stone</i>	103 MILE CREEK RD, OLD LYME	2/10/2016
Cheryl Poirier	<i>Cheryl Poirier</i>	4 Holly Lane, Old Lyme	2/10/2016
Plam Budsall	<i>Plam Budsall</i>	35 Sill Lane OL CT	2/10/16
Eleanor Robinson	<i>Eleanor Robinson</i>	5 McCurdy Rd, Old Lyme, CT	2/10/16
Charles Delint	<i>Charles Delint</i>	201 Homestead Circle, Old Lyme	2/10/16
ROBERT HAFF	<i>Robert Haff</i>	8 RIVERBEND RD, OLD LYME, CT	2/10/16
NATHANIEL FOOTE	<i>Nathaniel Foote</i>	9-3 GRISWOLD POINT, OLD LYME, CT	2/10/16
Joan Harrick	<i>Joan Harrick</i>	4 Whitefern Lane Old Lyme, CT	2/10/16
JOHN HARRICK	<i>John Harrick</i>	" " "	2/10/16
WILLIAM ZVONKOVIC	<i>William Zvonkovic</i>	5 DEER CREEK DR. MADISON, CT	2/10/16
JUDITH ZVONKOVIC	<i>Judith Zvonkovic</i>	5 DEER CREEK DR. MADISON, CT.	2/10/16.
Sharon Howell	<i>Sharon Howell</i>	132 Queens Point Rd, Old Saybrook, CT	2/10/16
Krista May	<i>Krista May</i>	42 Pepperidge Trail Old Saybrook	02/10/16
Bonnie Stone	<i>Bonnie Stone</i>	13 Bayberry Rd Old Saybrook	02/10/16
Nancy Fairchild	<i>Nancy Fairchild</i>	164 Hamrock Rd D+25 WESTBROOK	2/10/16
Pamela Graham	<i>Pamela Graham</i>	27 Middlesex Ave, Chester, CT	2/10/16
Suzanne Tagler	<i>Suzanne Tagler</i>	2 Trails End Old Saybrook	2/10/16

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
Judy McQuade	<i>Judy McQuade</i>	5 Wyckford Rd, O.L.	2/6/16
Corey Harbo	<i>Corey Harbo</i>	57 Old Shore Rd, O.L.	2/6/16
JAY MONTMAY	<i>Jay Montmay</i>	13 Sunset Dr O.L.	2/6/16
Paul Culliv	<i>Paul Culliv</i>	11 Littlefield Ln OL	2/6/16
YVONNE MONTMAY	<i>Yvonne Montmay</i>	13 Sunset Dr. Old Lyme	2/6/16
DAN STEVENS	<i>Dan Stevens</i>	668 LYME ST. OLD LYME CT	2/6/16
Sarah Magee	<i>Sarah Magee</i>	285 Boston Post Rd. Old Lyme	2/6/16
LIZA DONAHUE	<i>Liza Donahue</i>	9 FLAT ROCK HILL RD, OLD LYME	2/6/16
Jonathan Welles	<i>Jonathan Welles</i>	5 Wood Crest Old Lyme	2/6/16
Ann Parkins	<i>Ann Parkins</i>	8-1 Wheelinghouse Lane	2/6/16
Jean Bead	<i>Jean Bead</i>	14 Riverway Dr. Old Lyme	2/6/16
F CUMMISKEY	<i>F Cummiskey</i>	11 KINNER AVE, OLD LYME CT	2/6/16
S Cummiskey	<i>S Cummiskey</i>	11 Kinner Ave Old Lyme CT	2/6/16
L. Delinks	<i>L. Delinks</i>	5 Rye Field R. O.L. 06371	2-6-16
E. W. H. N.	<i>E. W. H. N.</i>	95 Hills Rd. Old Lyme	2-6-16
Robin Lockwood	<i>Robin Lockwood</i>	121 Huntington Dr Vernon	2-6-16
CANDY COLAND	<i>Candy Coland</i>	17 Kenich Dr Old Lyme, CT 06371	2-6-16
JAMES M. COURT	<i>James M. Court</i>	103 Bullards Rd OL 06371	2/6/16
Carolyn Hodgson	<i>Carolyn Hodgson</i>	29 Becht Hill Rd, Lyme 06371	2-6-16
Diana Buckingham	<i>Diana Buckingham</i>	1 Old Field Rd	2/6/16
Jocinnott	<i>Jocinnott</i>	43 Whymore Rd	2/6/16
R.P. Knauft	<i>R.P. Knauft</i>	12 Maplewood Rd. O.L.	2/6/16
CT WISICKI	<i>CT Wisicki</i>	33 LYME ST Old LYME CT	2/6/16
GRETCHEN KNAUFF	<i>Gretchen Knauff</i>	228 NICE CIZEK RD OLD LYME CT	2/6/16

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
ED SILK		21 RIVERVIEW DRIVE, Old Lyme	2/6/16
Deborah Silk		21 RIVERVIEW DR Old Lyme 06371	2/6/16
Maria G. FERGUSON		116-5 BLOOD ST LYME CT 06371	02/04/2016
Rene Frate		26 ROGERS LAKE TR	2/6/16
SWARTZ REGION		7 LYME ST	2/6/16
Joseph M. M... ..		7 FANELEIGH KNOLL	2/6/16
Laurie Hill		35-1 Sterling City Rd Lyme	2/6/16
MIKE KLICK		35-1 Sterling CITY Rd Lyme	2/6/16
PETER ZALLINGER		36 LYME STREET, OLD LYME	2/6/16
Elizabeth Marsh		55 Old Shore Road, OLD LYME	2/6/16
Diana Jean Spellman		125 Boston Post Rd Old Lyme, CT	2/6/16
Kari Robinson		5 Holly Rd Old Lyme, CT 0	2/6/16
Jarah Kydyk		301 Grassy Hill Rd.	2/7/16
Allison Ritner		155 Blood St Lyme, CT 06371	2/7/16
Joseph Feore		13 Champlain Dr	2/7/16
Rose Saunders		93 Flat Rock Hill Rd	2/7/16
Deb Golebiowski		27 Oak St.	2/7/16
Don Miller		47 ALCOVE FARM RD	2/7/16
Narilyn Abrahamsson		1 ROSE LANE	2/7/16
Sten Abrahamsson		1 ROSE LANE	2/7/16
Anthony Jannetti		11 Brighton Rd Old Lyme, CT	2/7/16
Lisa Neithamer		56	2/7/16
SANDRA B. Hill		5 Lutescent River Lane, OL	3/7/2016
Joe Green		305-1 Ferry Rd Old Lyme, CT	2/7/16

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
Faustina Hunt	[Signature]	445 Joshua town Rd. Lyme, CT	2/7/16
ALBERT MEYER	[Signature]	4-1 Tisbury Rd Old Lyme, CT	2/7/16
Elizabeth Gentle	[Signature]	33 Grassy Hill Rd	2-7-16
PRASA RUSSO	[Signature]	30 Hartumpl OL	2/7/16
RICK LALEY	[Signature]	107 BLOOD ST LYME, CT	2/7/16
Hannah Seddon	[Signature]	5 Maywood Dr old Lyme, CT	2/7/16
Doug Andrews	[Signature]	29 Boston Post Rd OLD LYME CT	2/7/16
John Vitale	[Signature]	23 Naywagon Dr OL	2/7/16
Chris Martini	[Signature]	3 Beckwith Lane	2/7/16
James McGuire	[Signature]	5 Wyckford Lane, old Lyme CT	2/8/16
Yvonne Boland	[Signature]	1 Wyckford Ln Old Lyme	2/8/16
Stross	[Signature]	4 Maywood Dr	2/9/16
FAYE RICHARDSON	[Signature]	33 Spinnaker Ln Old Lyme	2/9/16
Kristell Todd	[Signature]	160 Mitchell Hill Rd Lyme CT	2/9/16
Claudia Cadogan	[Signature]	36 Billow Rd O.L. CT	2/9/16
Karen Taylor	[Signature]	25 Sill Lane Old Lyme CT	2/7/16
Jessica Thirion	[Signature]	9 Top A Old Lyme Ct	2/9/16
Edwina	[Signature]	51 Crossed	2/9/16
Patti	[Signature]	45-1 Becket Hill, Lyme, CT	2-9-16
L Ames	[Signature]	LIEUTENANT PURVIS LANE	2/9/16
Ceraj James	[Signature]	66 Neck Rd, Old Lyme	2/9/16
David Morgan	[Signature]	10 Chalkins Rd old Lyme CT	2/9/16
Alicia Nelson	[Signature]	120-24 HIPPOCRATESE LANE, Old Lyme	2/9/16
George James	[Signature]	369 Boston Post Rd. OL	2/9/16

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
L. KRULIKOWSKI	<i>L. Krulikowski</i>	69 Shore Drive Old Lyme	2-6-16
Chris Kerr	<i>Chris Kerr</i>	18-1 DUNNS LN. Old Lyme	2-6-16
CHARLES MEER	<i>Charles Meer</i>	57 MILE CREEK OLD LYME	2-7-16
MARILYN WILKINS	<i>Marilyn Wilkins</i>	116-3 Blood St. Lyme, CT	2/6/16
Steven Smith	<i>Steven Smith</i>	169 - Blood St. Lyme, CT	2/7/16
William Clinton	<i>William Clinton</i>	29 Old Stagecoach Rd Old Lyme, CT	2/7/16
David Duncan	<i>David Duncan</i>	1 Still Lane Old Lyme, CT	2/7/16
DONALD TAPPER	<i>Don Tapner</i>	202 MILE CREEK RD. OLD LYME	2/6/16
KURT BESIER	<i>Kurt Besier</i>	26 HILLSIDE RD OLD LYME CT	2/6/16
EDWIN WOOD	<i>Edwin H Wood</i>	54 GRASSY HILL RD OLD LYME CT	2/6/16
Tom Montano	<i>Tom Montano</i>	87-1 FLAT ROCK HILL RD Old Lyme, CT	2-9-16
Dan O'Reilly	<i>Dan O'Reilly</i>	68 Browns Ln Old Lyme CT	2/6/16
Mike Burke	<i>Mike Burke</i>	50 HICKORY ST Old Lyme CT	2/6/16
LINDA CLAPS	<i>Linda Claps</i>	7 Old Stagecoach Rd. Old Lyme CT	2/7/16
STEVEN WOOD	<i>Steve Wood</i>	146 HAMBURG RD LYME CT	2/7/16
PETER DECKER	<i>Peter Decker</i>	20 BILL HUN RD LYME CT	2/7/16
Regen Davis	<i>Regen Davis</i>	16 Beta Ave Old Lyme	2-7-16
JERRY ENLEN	<i>Jerry Enlen</i>	104 Blood St Lyme, CT	2-7-16
Pamela Besier	<i>Pamela Besier</i>	26 Hillside Rd Old Lyme CT	2-7-16
DAVID EVERS	<i>David Evers</i>	15 OSCEOLA TR Old Lyme, CT	2/7/16
Joseph Kohos	<i>Joseph Kohos</i>	108 Boston Post Rd	2/7/16
MARCIA D. LEVERONE	<i>Marcia D. Leverone</i>	1 Holly Lane O, L.	2/10/16
FRANK OSSIMANN	<i>Frank Ossimann</i>	36 Chomplain Drive, OL	2/10/16
Margaret Serapilla	<i>Margaret Serapilla</i>	86 Swan Ave Old Lyme CT 06371	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
DAVIS	[Signature]	3 Chowick Dr. O.L. CT 06371	2/7/16
Margaret Ames	[Signature]	202 Boston Post Rd. O.L. CT 06371	2/7/16
Jim Ward	[Signature]	29 Library Lane Old Lyme	2/7/16
Sharon Bonney	[Signature]	4 Lady Slipper Lane, Old Lyme	2/7/16
Sally Aubry	[Signature]	Box 43 Lyme, CT 06371	2/7/16
Kristina White	[Signature]	309 Harburg Rd Lyme	2/7/16
Richard Ames	[Signature]	177 Boston Post Rd Old Lyme, CT 06371	2/7/16
N. Kapelli	[Signature]	30 Long Pine Trail 06371	2/7/16
F.A. Demps	[Signature]	70 Brook Hill Rd - D.R.	2/7/16
Susan Borden	[Signature]	11 Manswood Rd. O.L.	2/7/16
CANDY OGDON	[Signature]	17 Fenwick Dr Old Lyme, CT 06371	2/7/16
NEIL BLINDERMAN	[Signature]	4 LAUREL DR. OLD LYME 06371	2/7/16
PAT NORTHROP	[Signature]	128 Whipperwill Rd. O.Lyme 06371	2/7/16
SICRITINE	[Signature]	25 JOSHUA TOWN RD.	2/7/16
Deborah Veza	[Signature]	25 Joshua town Rd 06371	2/7/16
Georgia [Signature]	[Signature]	94 Joshua town Rd 06371	2/7/16
MARY MAGUIRE	[Signature]	196 Blood St Lyme CT 06371	2/7/16
Bill Campinello	[Signature]	303 Ham. Road, 06371	2/7/16
Wade Chasmin	[Signature]	150 Rogers Ln. Old Lyme 06371	2/7/16
Nancy Manville	[Signature]	31 Sill Lane, Old Lyme	2/7/16
manly Ossmann	[Signature]	36 Champlain Dr Old Lyme CT 06371	2/9/16
Eric Ossmann	[Signature]	125 Eastwood Rd - Groton CT 06340	2/10/16

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
Cliff Johnson	[Signature]	15 Lyme St	2/5/16
Keith [unclear]	[Signature]	230-5 JPL Road Old Lyme	2/5/16
Lily Chamberlain	[Signature]	155 Boston Post Rd Old Lyme	2-5-16
Myra + DANAM	[Signature]	300 FLANDERS RD EAST LYME	2-6-16
Blaise Berglund	[Signature]	141 Grass Hill Rd OL	2-5-16
Myron KAVAZIAN	[Signature]	141 Boston Post Rd OL	2-6-16
Alena Priest	[Signature]	601 A.P. Gates Rd E. Haddam CT	2-6-16
Britney B	[Signature]	48 Boston Post Rd CT	2-6-16
Newton Meegu	[Signature]	51 Lord Hill Lane LYME	2-7-16
Marion DeJours	[Signature]	29 Grass Hill R. OL	2-6-16
SARAH CRIST	[Signature]	16 Honey Hill Ln, Lyme CT06371	2-6-16
Matthew Crisp	[Signature]	16 Monaghan Ln Lyme CT	2-6-16
Tracy Lee	[Signature]	516 Boston Post Rd Box 1058	2-6-16
Adriane Vaude	[Signature]	3 Pleasant St Norwich CT	2-6-16
David Lamm	[Signature]	144 Bill Hill Rd, Lyme, CT	2-6-16
Christy [unclear]	[Signature]	144 Bill Hill Rd Lyme CT	2-6-16
Troy Barbato	[Signature]	48 Boston Post Rd	2-6-16
Christina Berube	[Signature]	48 Boston Post Rd	2-6-16
Ken Breault	[Signature]	162 Fairfile River Rd	2-7-16
Lyndee [unclear]	[Signature]	141 Grass Hill Rd L	2-7-16
CHRISTINE BRADY	[Signature]	21 Lone Pine Trail Old Lyme	2-7-16
Polly Merritt	[Signature]	51 Lord Hill Ln, Lyme	2-7-16
Sarah Pobratz	[Signature]	165 Boston Post Rd	2/7/16
Christ Vasilos	[Signature]	M Culloch Farm Old Lyme	2/7/16

CO

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
William	William	William	2/4/16
Kate Colburn	Kate Colburn		
Nancy Condon	Nancy Condon	1 Village Lane Old Lyme	2/4/15
LARRY R. DURAN	Larry Duran	10 Main St Old Lyme	2/4/16
James Pokara	James Pokara	33 Kelsey Ave Old Lyme CT	2/4/16
Lenny Costo	Lenny Costo	56 Hartford Ave	2/4/16
Josh Sevierv	Josh Sevierv	81 Beaver Brook Rd	2/4/16
Daniel Lucarelli	Daniel Lucarelli	4 Homestead Circle Old Lyme	2/4/16
Anthony Lucarelli	Anthony Lucarelli	314 Canty Lane	2/4/16
Jason Thornton	Jason Thornton	21-1 Flat Rock Hill Rd	2-6-16
BRADFORD KING	Bradford King	29 Homestead Circle	6 FEB 2016
Joe Scapic	Joe Scapic	10 Old Cedar Rd	2/6/16
Freel Pinto	Freel Pinto	26 Carrington Rd	2/6/16
William	William	William	2/6/16
Margaret Hotchkiss	Margaret Hotchkiss	Shore Rd	2/7/16
CAMERON COOKE	Cameron Cooke	359 SHORE ROAD, OLD LYME	2/7/16
Dan Fogarty	Dan Fogarty	17 Miami Ave Old Lyme	2/7/16
Math. McCloskey	Math. McCloskey	2 Other Rock Rd, Old Lyme	2/9/16
Rob Gladdwell	Rob Gladdwell	X	X
Steve Gale	Steve Gale	47 Fox Hole Road Old Lyme	2.9.16
STANLEY BIELSKI	Stanley Bielski	4 SALT KETTLE LANE, OLD LYME	2/10/16
Pete White	Pete White		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

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
John Marjost		Old Lyme	1/5/2016
Anthony DeBiondo		Old Lyme	2-4-16
REVEALEY RYON		OLD LYME	02-04-16
JACKIE MITANO		OLD LYME 8925 HORE RD	2-4-16
Chris Thompson		Old Lyme	2-4-16
Paul Ferris		Old Lyme	2-7-16
mark Iwenin		Old Lyme	2/7/16
Mario Luyuz		Old Lyme	2/7/16
Jeff Benedetto		Old Lyme	2/7/16
Rand Sorduk		Old Lyme	2/8/16
Elizabeth Rand		Old Lyme	2/8/16
Paul Gasperini		Old Lyme	2/8/16
Paula		Old Lyme	2/8/16
Lawrence Merrille		17 Leadvine Old Lyme	2/8/16
Jim Harbor		10 Hawthorn Old Lyme	2/8/16
Dianna Heil		93 Flat Rock Hill Rd.	2/8/16
John Wilkinson		20 CHAMPLAIN DR	2/8/16
MARK KUS		58 Browns Lane	2/9/16
Gretchen Griffin		20 Lee Drive	2/9/16
NICOLE MICHAUD		25 CHAMPLAIN DR. O.L.	2/12/16
PAUL MICHAUD		25 CHAMPLAIN DR. O.L.	2/12/16
Robert Perry		2 Westwood Rd	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
Judith Tucker	Judith Tucker	67 Lyme St Old Lyme	2-9-16
Jim Duran	Jim Duran	Old Lyme Ct	
Gerry Beer	Gerry Beer	Lyme Ct	2/10/16
Philip Martin	Philip Martin	East Lyme	2/11/16
Tom Schittina	Tom Schittina	Old Lyme, Ct	2/11/16
Ron Pule	Ron Pule	Old Lyme	2/11/16
Wilbur Spencer	Wilbur Spencer	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	Jonathan Butler	90 BRUSH HILL RD., LYME CT	2/11/16
JAMES T. BOLLES	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	Michael Binkowski	3 BITTERSWEET LANE OLD LYME	2/11/16
EDWARD D FISKE	Edward D Fiske	8 HEFFLON FARM RD OLD LYME, CT	2/11/16
Tracie Ortner	Tracie Ortner	7 Wychwood Rd Old Lyme Ct	2/11/16
Lisa Maynard	Lisa Maynard	64 Lyme St Old Lyme	2/12/16
JAMES HASLAM	James Haslam	8 STRAWBERRY LANE OLD LYME	2/12/16
Richard Loughton	Richard Loughton	23 Town Woods Rd Old Lyme	2/12/16
STEPHEN PROHASKA	Stephen Prohaska	182 WESTLEY AVE WESTBORO MA	2/12/16

PETITION TO: NEC FUTURE
 U.S. DOT FEDERAL RAILROAD ADMINISTRATION
 ONE BOWLING GREEN, SUITE 429
 NEW YORK, NY 10004

Please Sign for No Train

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
Christina Denison	<i>Christina Denison</i>	78 Lyme St. Old Lyme	2-9-16
Isabel Riiska	<i>Isabel Riiska</i>	8 Delta Ave., Old Lyme	2-10-16
Grace E. Mar	<i>Grace E. Mar</i>	82 Selden St. Lyme CT	2-11-16
Hannah Childs	<i>Hannah Childs</i>	2 Sill Lane Old Lyme, CT	2-11-16
Ben Barrett	<i>Ben Barrett</i>	5 Davis Rd. Old Lyme CT.	2/11/16
Mary Waldron	<i>Mary Waldron</i>	2 Rose Lane Old Lyme CT	2/11/16
Wilo Ides	<i>Wilo Ides</i>	70-2 Sill Lane, Old Lyme CT	2/11/16
Kathy Sciochetti	<i>Kathy Sciochetti</i>	8 Pine U Old Lyme CT	2/11/16
JoAnn Flynn	<i>JoAnn Flynn</i>	3 Swanswood Lane Old Lyme CT	2/11/16
Pat Savin	<i>Pat Savin</i>	9 Swanswood Ln Old Lyme CT	2/11/16
Mary Humpage	<i>Mary Humpage</i>	15 Walnut Rd Old Lyme	2-10-16
Robin Myers	<i>Robin Myers</i>	8 Tishan Road Old Lyme, CT 06371	2-11-16
Karen Oliver	<i>Karen Oliver</i>	6 Wagon Rd Westbrook CT	2-11-16
Mary Bradford	<i>Mary Bradford</i>	25 Wildwood Dr Old Lyme, CT 06371	4/3/16
Kate Thoms	<i>Kate Thoms</i>	109 Arbor Xing E. Lyme CT 06371	2-12-16
Mary Lou Rice	<i>Mary Lou Rice</i>	6 Leed Dr Old Lyme, CT 06371	2-12-16
Eikertig	<i>Eikertig</i>	"	2-12-16
Sue Aberbach	<i>Sue Aberbach</i>	15 Canterbury Turnpike Norwich CT 06360	2-12-16
Melissa Berg	<i>Melissa Berg</i>	13 Court Lane OL	2/13/16
George Hunt	<i>George Hunt</i>	23 Wildwood Dr Old Lyme, CT 06371	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
Michelle L. [unclear]	[Signature]	7-1 Griswold Pt; Old Lyme, CT	2/4/16
Theodore VanITALLIE	Theodore Vantelli	16 COULT LANE, OLD LYME, CT	2/4/16
Anne B Pierson	Anne B Pierson	The Bridge Gate Griswold Point, Old Lyme, CT 06371	2-4-16
KENNETH W. HUNTRESS	[Signature]	24 GRISWOLD PT OLD LYME	6 Feb 2016
WILLIAM H. LAPOUE	William A Lapoue	24 BRISWOLD PT OLD LYME	FEB. 6, 2016
Jennifer G. Hillhouse	Jennifer G. Hillhouse	24 Griswold Pt Old Lyme CT	2/6/16
Wick Groul	[Signature]	13-2 Griswold pt Old Lyme	2/6/16
Annie Groul	Annie Groul	13-2 Groul pt Old Lyme	2/6/16
Beverly Lewis	Beverly Lewis	318 GRASSY HILL LYME-CT	2/7/16
George Anderson	George Anderson	14 Chalwick Dr. Old Lyme	2/7/16
JACK OLIVER	[Signature]	83 MORWICH SALEM RD. LYME	2/7/16
Lesley Chuck	[Signature]	166 GRASSY HILL Rd OL	2/7/16
MORGAN ELY	[Signature]	121-3 BROAD ST LYME CT	2/7/16
JOHN FORBIS	[Signature]	43 Lyme Street OLD LYME CT	2/7/16
MAX GREENWOOD	[Signature]	228-1 Wide Creek, Old Lyme, CT	2/7/16
Bob Peersman	[Signature]	23 Four Mile River Rd, Old Lyme CT	2/7/16
Chris [unclear]	[Signature]	33 Elm St Guilford Ct	2/7/16
Vicki Urbanicz	Vicki Urbanicz	10 OTER ROCK RD., Old Lyme CT	2/7/16
Aune Bing	Aune Bing	9 Mansewood Rd. Old Lyme CT	2/7/16
Josh [unclear]	[Signature]	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 Wilczewski	[Signature]	38 Long Pine TRAIL Old Lyme CT	2/7/16
Doris Coleman	[Signature]	50 Buttonball Rd Old Lyme CT	2/7/16
Nyla DeTour	Nyla DeTour	74 Grassy Hill Rd Old Lyme CT	2/7/16
JAN MAGNUSSEN	[Signature]	15-1 Grassy Hill Rd, Old Lyme	2/7-2016
Doris Hungerford	[Signature]	139 Broad St, Lyme, Ct.	2/9/16
Jim Noyes	[Signature]	5 Coach St, Old Lyme, Ct. (river)	2/7/16

Kevin Carney
Lisa Kneppel

[Signature]
[Signature]

18 Cottage Pl, Old Saybrook 2/7/14
99 Grassy Hill Old Lyme 2-7-14

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
Lee Fitchard	[Signature]	36 Elm Ferry Road, Lyme, Ct.	2/9/16
Jeanne Stone	[Signature]	85 Boston Post Rd Old Lyme	2/9/16
[Redacted]			
Jim FAFALLA	[Signature]	26 Library Lane Old Lyme CT	2/9/16
Andru Shah	[Signature]	19 Halls Rd, Old Lyme, CT	2/9/16
Deb Wade	[Signature]	61 Lyme St Old Lyme	2/9/16
Jim Rollin	[Signature]	1 Salisbury Rd - Old Lyme	2/9/16
METZ CUNSO	[Signature]	5 ELY'S Ferry Rd Lyme CT	2/9/16
Sydney Williams	[Signature]	30 Babum Rd. Essex, CT.	2/10/16
Margo W. Valentine	[Signature]	52 Grandview Terr. Essex	2/10/16
Kaisee Caramante	[Signature]	17-1 GRISWOLD ave, Old Lyme	2/10/16
Barbara Perkins	[Signature]	9 ARA Rd Lyme	2/10
MJ MERISIO	[Signature]	35 Mile Creek Rd	2/10
ANNE J. FAFALLA	[Signature]	26 Library Lane Old Lyme, Ct.	2/10/16
Jenna Ratzliff	[Signature]	95 Bin Hill Rd. Lyme CT 06311	2/10/16
Terry Davidson	[Signature]	126 Town Wood Rd. Lyme, Ct.	2/10/16
R. D Henderson	[Signature]	4 Sandpiper Pt. Rd Old Lyme	2/10/16
NANCY LYLER	[Signature]	218 Blood St. LYME, CT	2/10/16
SANICA HELENER	[Signature]	9 Boughton Rd Old Lyme	2/10/16
[Redacted]		516 Ash Hill rd Lyme	2/10/16
Christopher F. Olivero	[Signature]	7 HEFFON Farm Road Old Lyme	2/10/16
Jessie M. Mallaney	[Signature]	23-1 Gassy Hill Rd	2/10/16
FRED McLaughlin	[Signature]	57 Hickory St. OLD LYME, CT	2/11/16
Tom McCann	[Signature]	59 Mile Creek rd old Lyme	2/11/16
Jan Harte	[Signature]	35 FLAT ROCK Hill Rd Old Lyme	2-11-16
Nancy A. McI	[Signature]	5 Manswood Rd. Old Lyme	2-11-10

Name

Signature

Address

Date

Tammy Hayes

Tammy Hayes

5 Coach Drive
old Lyme 2/11/16

Scot Winters

[Signature]

10 Whippoorwill 2/11/16

Jean Bowdoin

Jean Bowdoin

63 Mile Creek Rd. 2/11/16

Lawrence Merrill III

[Signature]

9 Sands Dr 2/11/16

Charles Goodwin

[Signature]

11 Whippoorwill Rd 2/11/16

Kelly Enoch

Kelly Enoch

9 Ascot Lane, Old Lyme

Diane Morrison

Diane Morrison

76 A Lyme St, O.L.

Amy Restrepo

Amy R

39, Court Lane O.L. 2/11

Tom Unger

Tom Unger

236 Whippoorwill Rd

Paul Gleason

Paul Gleason

13-1 Mc Curdy Rd

Bel Decker

Judith Decker

12 Sandpiper

Paul Dorothy JR

[Signature]

Pt Rd. O.L.

Brian Skelly

Brian Skelly

150 Boston Post Rd
7 Wildwood Ave Old Lyme

Sharon Wood

Sharon Wood

Channel side Drive

Jane Cable

Jane Cable

135 Four Mile River Rd

Ellen Theriault

Ellen Theriault

[Signature]

11-1 Somerset Ln O.L.

John Luke Rubin

John Luke Rubin

50 Counselor Dr.

Kentley Feakins

Kentley Feakins

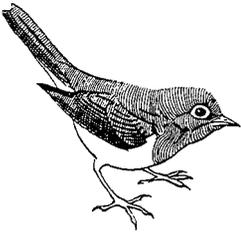
607, CT 06346

Timothy St. 210

[Signature]

14 Ferry Rd, #2

1121 Mile Creek



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 (Map 14).

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 (Map 16)

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.

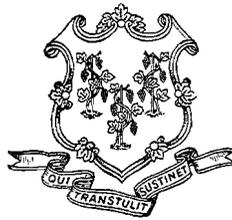
While we applaud the benefits to the environment of increasing travel by rail, we cannot endorse any plan so lacking in crucial detail.

Thank you for this opportunity to comment.

Very truly yours:

A handwritten signature in black ink, appearing to read "Kathleen M. Van Der Aue". The signature is fluid and cursive, with a large initial 'K' and 'V'.

Kathleen M. Van Der Aue, President
Connecticut Ornithological Association



State of Connecticut

SENATE

SENATE MINORITY WHIP

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

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:

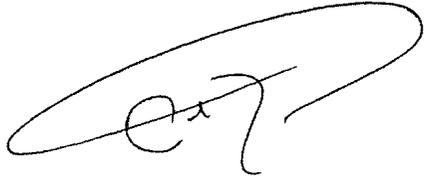
As State Senator for the 20th District which includes Old Lyme, an area where the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement affects. I strongly object to the proposal within "Alternative 1" wherein the tracks would be moved and would cut through the Town of Old Lyme. This 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,

A handwritten signature in black ink, appearing to be "P. Formica", enclosed within a large, loopy oval shape.

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 : ██████████
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

The information contained in this e-mail, including any attachment(s), is intended solely for use by the named addressee(s). If you are not the intended recipient, or a person designated as responsible for delivering such messages to the intended recipient, you are not authorized to disclose, copy, distribute or retain this message, in whole or in part, without written authorization from PSEG. This e-mail may contain proprietary, confidential or privileged information. If you have received this message in error, please notify the sender immediately. This notice is included in all e-mail messages leaving PSEG. Thank you for your cooperation.

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

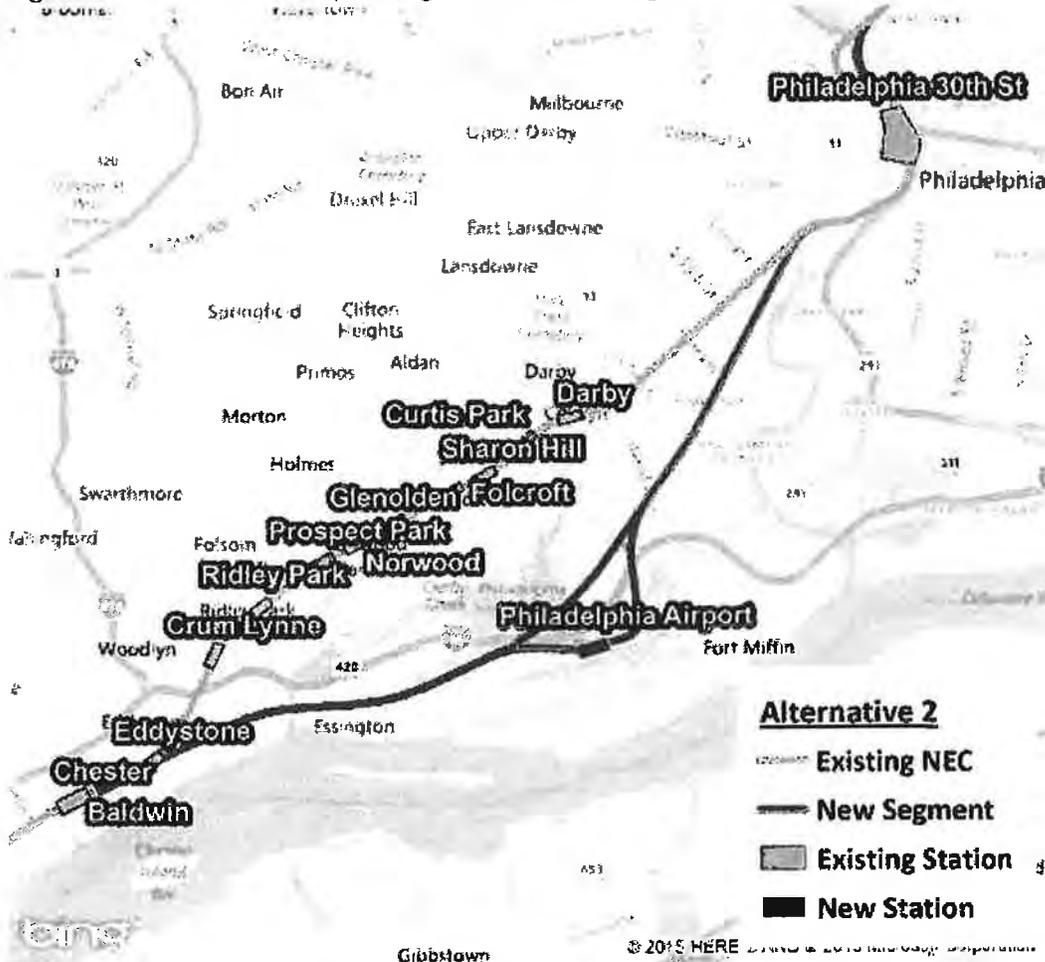
We have serious concerns about any Action Alternative that could compromise the freight capacity in the key freight nodes in south Philadelphia and the Chester area. Economic growth in this region, particularly in the energy, petrochemical and manufacturing sectors, has led to an increase in rail traffic. 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 Freight 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 increasingly 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.

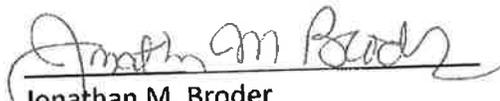
- We recommend that the FRA include in the Final EIS a discussion of how a modernization of freight car weight limits could result in important efficiencies in the use of the NEC.

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 reassemble 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 :

Action Completed

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 : ~~Action Completed~~

Record Date : 2/10/2016

First Name : AI

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 :

~~Revision Completed~~

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 :

~~Active Comment~~

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 and 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 archaeological 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 : [REDACTED]

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
Executive Director

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 every 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

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 every 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

Sincerely,

Calvin E Coursey
Worton, Maryland

NEC DEIS Comments - RECORD #26 DETAIL

Status : ██████████
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 : ██████████
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

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 : ██████████
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

I
I
I
I

NEC DEIS Comments - RECORD #2881 DETAIL

Status :

~~Action Completed~~

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 : ~~Action Completed~~

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

Sincerely,
Andrew Crabb

NEC DEIS Comments - RECORD #602 DETAIL

Status : ~~Action Completed~~

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]
[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 :

Revision Completed

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)

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 *CTfastrak*, the state’s first bus rapid transit (BRT) system. The Connecticut Department of Transportation (CTDOT) is in the process of extending *CTfastrak* 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 *CTfastrak*, 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.

¹http://www.sustainableknowledgecorridor.org/site/sites/default/files/CRCOG%20Action%20Plan%20Final%20101514_compressed%20%281%29.pdf

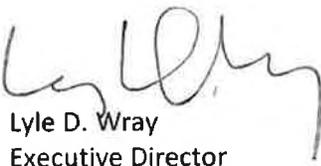
²http://www.crcog.org/publications/CommDevDocs/Sustainable%20Communities/Sustainable%20Knowledge%20Corridor/CTKC_Final_Plan_130917.pdf

- **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 Alternative 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

241 Main Street • Hartford • Connecticut • 06106

Telephone (860) 522-2217 • Fax (860) 724-1274

www.crcog.org

Mary Glassman, Chairman

Lyle D. Wray, Executive Director

MEMBERS October 16, 2012

Andover

Avon

Bloomfield

Bolton

Canton

East Granby

East Hartford

East Windsor

Ellington

Enfield

Farmington

Glastonbury

Granby

Hartford

Hebron

Manchester

Marlborough

Newington

Rocky Hill

Simsbury

Somers

South Windsor

Stafford

Suffield

Tolland

Vernon

West Hartford

Wethersfield

Windsor

Windsor Locks

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 MPO’s 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

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 CTfastrak 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.

Andover / Avon / Bloomfield / Bolton / Canton / East Granby / East Hartford / East Windsor / Ellington / Enfield / Farmington / Glastonbury / Granby / Hartford / Hebron / Manchester / Marlborough / Newington / Rocky Hill / Simsbury / Somers / South Windsor / Stafford / Suffield / Tolland / Vernon / West Hartford / Wethersfield / Windsor / Windsor Locks

- **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 from 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, CTfastrak 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 CTfastrak, 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- Hartford-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

