CRCOG CAPITOL REGION COUNCIL OF GOVERNMENTS
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Phone (860) 522-2217 / Fax (860) 724-1274
www.crcog.org

February 25, 2015

Rebecca Reyes-Alicea
USDOT, Federal Railroad Administration
Office of Railroad Policy & Development
Mail Stop 20
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: NEC Future Comments

Dear Ms. Reyes-Alicea:

The Capitol Region Council of Governments has reviewed the *Preliminary Alternatives Evaluation Report* for NEC FUTURE project and would like to offer comments regarding the ongoing NEC FUTURE Tier 1 Environmental Impact Study (EIS). We are working in close coordination with the Pioneer Valley Planning Commission (PVPC) in Springfield, MA, since such an investment would have large-scale impacts on the economy, environment, and population of our combined region. CRCOG urges you to consider the following points:

- ***New Passenger Rail Markets:*** CRCOG and PVPC recognize that commerce and commuting do not stop at regional or state boundaries, and have been coordinating our planning efforts accordingly. NEC FUTURE should recognize this reality as well by serving both Hartford and Springfield. Hartford is one part of the larger "Knowledge Corridor" that stretches from New Haven, CT to Springfield, MA and is home to nearly 2.7 million people, 64,000 businesses, 41 institutes of higher learning, and 1.3 million workers. FRA's ridership estimates show that an alignment through Hartford will generate significantly higher ridership than other alignments, and an alignment that includes Springfield will provide greater connectivity throughout the NEC. By serving both of these cities, the NEC FUTURE will help to strengthen the links that exist within the "Knowledge Corridor".
- ***Local and Regional Transit Improvements:*** Over $1 billion of investments are going into the Hartford-Springfield region's rail and transit systems, which will support ridership on the NEC and dramatically improve non-highway long distance passenger travel. A new high-speed passenger rail alignment that includes the Hartford – Springfield Metropolitan area would complement these investments, providing greatly improved mobility throughout the region, especially among environmental justice communities in Hartford, New Britain, East Hartford, and Springfield. Ongoing and planned investments include:
    - CT*fastrak,* a bus rapid transit system between New Britain and Hartford (with service starting in March, 2015)
    - Upgrades to the New Haven–Hartford–Springfield Rail Corridor with a proposed shuttle connection between the Windsor, CT rail station and Bradley International Airport
    - New Amtrak service between Springfield and Greenfield, which began in 2014

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- Development of CT*fastrak* East, a bus rapid transit corridor (BRT) connecting Hartford to its eastern suburbs
- Bus Rapid Transit corridor along State Street in Springfield
- Proposed regional passenger rail corridor between Springfield, Worcester, and Boston

- ***Once in a Generation Reconfiguration of Rail Access in Hartford:*** The Connecticut Department of Transportation is in the planning stages of a project to reconstruct the Hartford Viaduct. This project will not only replace an aging piece of Interstate 84, but will also provide a once in a generation opportunity to change the way rail traffic enters and crosses this city. CRCOG strongly encourages FRA to consider the positive impacts that the Hartford Viaduct project could have on any future NEC alignment through Hartford. Funding for this project is still uncertain, but its potential to improve both rail and highway access in Hartford makes it an essential investment.

- ***Regional Rail Service as Feeder System:*** The success of any future high-speed rail service will be enhanced by the presence of a robust regional rail system. The evaluation of alternatives must, therefore, take into consideration the current and future investment needs of that system. Immediate rail improvements include upgrades to the New Haven-Hartford-Springfield rail service that are in-progress (but not fully funded) and the development of a Springfield-Worcester-Boston passenger rail connection (currently being evaluated within the Northern New England Intercity Rail Initiative). These investments are necessary to strengthen the regional rail system and will contribute to the eventual success of the NEC FUTURE project.

- ***Air-Rail Connectivity in Connecticut:*** An alignment through Hartford and Springfield will complement significant ongoing and planned investments in local and regional transit infrastructure (see above), significantly increasing the accessibility and the importance of Bradley International Airport. An alignment through Harford and Springfield can build upon this investment, providing increased ridership on the NEC and increasing Bradley International Airport's role as a relief airport for both the Boston and New York City areas.

- ***Freight Rail Capacity:*** CRCOG encourages FRA to consider the potential for improvements to freight rail capacity that the NEC FUTURE project can bring. The current lack of freight rail capacity in New England has hampered efforts to reduce the region's dependence on truck freight (currently, more than 95% of freight in the Capitol Region moves by truck). An improved Northeast corridor with significant increases in track capacity will provide an opportunity to develop new freight rail access for the entire New England region. The only Class I railroad freight service currently available to this region is provided via the CSX line through Springfield, but this line is limited. A second, more direct connection across the Hudson in the New York City area would reduce shipping distances and times for New England markets, while also proactively preparing the region for projected increases in freight traffic along the Atlantic coast due to the widening of the Panama Canal.

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We ask for your consideration of these comments as you proceed with the Tier 1 Environmental Impact Study for the NEC FUTURE project. By including an inland alignment through the Hartford – Springfield area, this project will present a unique opportunity to strengthen the economy of our region and that of the entire Northeast corridor.

If you have any questions, or if we can assist in any way to further explain our position or support you in your ongoing discussions regarding this important project, do not hesitate to contact me.

Sincerely,

Lyle D. Wray
Executive Director

NEC DEIS Comments - RECORD #2872 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Leigh

Last Name : Cremin

Stakeholder Comments/Issues :

Doesn't seem prudent to the past, present or future residents to put a railroad through the town's historic district.

NEC DEIS Comments - RECORD #1417 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Sarah

Last Name : Crisp

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the Tier 1 Draft EIS. The proposal will mean that the tracks will cut straight through the middle of our small town. Whilst the number of people impacted may be less than for other alternatives, the actual impact on our town will be devastating. The proposed tracks will cut straight through the middle of the historic district an area of prime historic interest and the location of our children's schools.

NEC DEIS Comments - RECORD #1203 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Donald

Last Name : Critchett

Stakeholder Comments/Issues :

Extremely deceptive methodology re: the Old Lyme, CT planning process. Is it surprising the working class no longer trusts the Federal Government? Destroy a beautiful and valuable cultural area and swap in an industrial corridor. Makes good sence.....

NEC DEIS Comments - RECORD #938 DETAIL

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

To whom it may concern,
Knowing the cultural and geographical heritage of
Old Lyme to the State of CT we are appalled at this
Proposal for a new Railroad route through this historical
Area! Especially perplexing is how none of this information
Was made known beforehand to the major parties
Concerned.
So very much would be lost to all of CT and surrounding States
And Countries throughout the world as well.
I have been a Docent at the Florence Griswold Museum and seen
The impact on many guests of this whole area of Old Lyme.
My husband is involved in many River and waterway projects
and we know how unique this area of CT is and how many efforts
Have been made to preserve what we have here. Our State
Government as you very well know has been instrumental in this as well.
I , we, implore you to look at this area with the eyes of the residents,
And those looking to preserve what is Special to our state.
Thank you.
Sincerely, Jane Critchett
And Donald Critchett

--
*Blessed is the man who remains steadfast under trial, for when he has
stood the test*
he will receive the crown of life. James 1:12

Count it all joy, my brothers, when you encounter trials of various kinds,
knowing that the testing of your faith produces steadfastness. James 1:2-3

NEC DEIS Comments - RECORD #1092 DETAIL

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

Many of the visitors to the Florence Griswold Museum tell me how unique this place and this area is in CT and in the world.
As I docent I hear from visitors to our area from many areas and countries. The landscape which attracted past artists is still attracting others. This home of American Impressionism continues to attract artists and non-artists alike to the landscape, and historical
Significance of this place.
I believe those involved need to look more closely not
Just at a map but the consequences of Tier 1 to this and future generations. Thank you

NEC DEIS Comments - RECORD #2729 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Andrea

Last Name : Crosnier

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1835 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Enrique

Last Name : Cruz

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1885 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Kristen

Last Name : Cruz

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2994 DETAIL

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

Attached please find CSX's comments on the Tier 1 NEC Draft EIS?.

Thanks!

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Attachments : image2016-02-16-154426.pdf (2 mb)

Marco Turra – Director
CSX Transportation
500 Water Street, J315
Jacksonville, FL 32202
Office (904) 359-1099
Marco_Turra@csx.com

February 16th, 2016

BY EMAIL

Ms. Rebecca Reyes-Alicea
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: Comments on TIER I NEC Draft Environmental Impact Statement

Dear Ms. Reyes-Alicea:

CSX Transportation (CSXT) submits the following comments on the Tier I Draft Environmental Impact Statement (Draft EIS) released in November, 2015 by the Federal Railroad Administration (FRA) for proposed improvements to the Northeast Corridor (NEC) from Washington, D.C. to Boston, Massachusetts. CSXT is one of the nation's largest and most important freight railroads, serving twenty-three states, the District of Columbia and two Canadian provinces. CSXT operates over 21,000 route miles in the United States and Canada, connecting every major metropolitan area in the northeast United States.

CSXT supports the efforts of FRA and others to improve the NEC by upgrading aging infrastructure, and adding additional capacity. The health and improvement of the NEC is a major concern of CSXT. It is one of four freight railroads, along with eight regional rail authorities, that operates on the NEC. Indeed, some of the steps discussed in this Tier I Draft EIS mirror the many actions taken and funded by CSXT to upgrade its track and other facilities, thereby providing a modernized infrastructure to accommodate a growing population and economic growth throughout its service area. CSXT also has trackage rights for freight service operating windows. Any preferred alternative adopted by FRA must protect these rights.

In an attachment to this letter, CSXT has provided detailed comments on the Draft EIS. What we believe is most important, however, is for FRA to

recognize in the Final EIS that the future of the NEC is as critical for freight rail as it is for passenger service. Accordingly, CSXT believes it is critical for FRA to adopt the following guiding principles in its evaluation of the Draft EIS proposed alternatives:

* Any preferred alternative must have the ability to preserve current freight service levels and access to freight rail customers throughout the entire existing or proposed NEC
* Any preferred alternative must provide sufficient capacity to not preclude future expansion of freight service in the current or proposed NEC
* Any preferred alternative should provide opportunities for synergy in rail infrastructure investments that would benefit both passenger and freight rail service.
* Any preferred alternative should not contemplate the use of any of CSXT's property.

On December 12, 2015, the Wall Street Journal reported: "United Nations population experts predict that almost all of the world's population increase during the next three decades will take place in urban centers – a million more people living in New York...." (WSJ, p. A-10, Dec. 12, 2015). To maintain continued economic progress, residents in this and other urban areas will not only need passenger transportation, but they must also have an efficient and environmentally sustainable means of obtaining the goods and services they will require. In the future, freight rail serving urban areas will be even more vital than it is today, and continued access to the NEC to transport those goods and services is a concept that the Draft EIS should embrace unambiguously.

CSXT appreciates the opportunity to provide these comments, and looks forward to its continued involvement as an important stakeholder in both the NEPA review process and the overall plan for NEC improvements. CSXT is also pleased to serve as a Consulting Party for the National Historic Preservation Act Section 106 process, and to participate as a non-voting representation on the Northeast Corridor Infrastructure and Operations Advisory Commission.

Sincerely,

ATTACHMENT

CSXT DETAILED COMMENTS- TIER I DRAFT EIS – NEC IMPROVEMENTS

CSXT respectfully provides the following detailed comments with regard to the FRA's Tier I Draft EIS on proposed improvements to the NEC

Executive Summary:

In summarizing Travel Market Effects at S-15, the Draft EIS asserts that all three action alternatives would ease chokepoints in the corridor, and that their impacts do not differ measurably with regard to freight-related outcomes. At this time, CSXT concludes there is insufficient information in the Draft EIS or elsewhere to make any determination on what the real impacts on freight will be from any of the alternatives considered. For example, new tracks are contemplated in several locations along the NEC (on the Hell Gate Line in Bronx, NY or in Delaware County. The construction of additional tracks may affect current freight access and operation and therefore, coordination may be necessary to make sure that the new infrastructure provides capacity relief to the NEC without unintended consequences to freight traffic.

We recommend that FRA revise the text in the Final EIS to demonstrate that any Action Alternative selected to ease select chokepoints also would demonstrably offer benefits to freight rail, and that selection of any Preferred Alternative would not diminish freight-related outcomes relative to an alternative not selected.

Chapter 1 -- Introduction:

In the Introductory first chapter, the Draft EIS sets forth at page 1-6 the NEC Commission's nine goals for the corridor. CSXT supports these goals and believes that they also apply to freight rail service on the NEC.

We recommend that FRA revise the text in the Final EIS to include a statement that many of the nine goals of the Commission have equal application to freight rail service on the Corridor.

Chapter 3 - Purpose and Need

In Chapter 3, the Draft EIS at page 3-3 states that the purpose of the NEC FUTURE "is to upgrade aging infrastructure and to improve the reliability,

capacity, connectivity, performance, and resiliency of future passenger rail service on the NEC for both intercity and Regional trips, which promoting environmental sustainability and continued economic growth." There is no reference to freight service on the NEC in the statement of purpose and need.

Particularly when discussing transportation needs in the Northeast, it must be recognized that freight railroads help reduce the huge economic costs of highway congestion. According to the Texas Transportation Institute's 2015 Urban Mobility Scorecard, highway congestion cost Americans $160 billion in wasted time (6.9 billion hours) and wasted fuel (3.1 billion gallons) in 2014. Lost productivity, cargo delays, and other costs add tens of billions of dollars to this tab. A single freight train, though, can replace several hundred trucks, freeing up space on the highway for other motorists. Shifting freight from trucks to rail also reduces highway wear and tear and the pressure to build costly new highways.

Many states are responding to increased pressure on their interstate and state highway systems by looking to rail system improvements. Freight rail is cost competitive for some kinds of intercity freight movements and handles more intercity ton-mileage than truck. It may be less expensive to boost capacity by improving the rail system than by adding or widening highways. Better rail service would attract and offset truck traffic, "creating" additional highway capacity for automobiles. For example, the Mid-Atlantic Rail Operations Study, a joint effort of five states (New Jersey, Pennsylvania, Maryland, Delaware, and Virginia), the I-95 Corridor Coalition, and three railroads (NS, CSXT, and Amtrak), identified rail infrastructure choke points and opportunities for improvements paralleling I-95, I-81, and other highway corridors.

Freight service on the NEC corridor is typically relegated to limited time operating windows usually at night or outside peak rush hours. Freight service needs to have availability of operating windows during daytime hours to meet the growing service needs and reliability of freight shippers. As more consumer goods are being moved via rail, time sensitivity will become critical for businesses in trying to create effective supply chains. Unless freight railroads are allowed to service these needs, less efficient supply chains will be created negatively impacting highway congestion. A single freight train can replace several hundred trucks, freeing up space on the highway for other motorists. Unless freight service is adequately considered as passenger rail service is

improved, it *will* make the running of freight trains through the NEC corridor increasingly difficult.

We recommend that FRA amend the stated purpose and need for this project to include the express recognition that continued economic growth in the corridor is, at least in part, dependent upon allowing for existing and future growth in freight rail service on the NEC.

We further recommend that Chapter 6 of the Final EIS, addressing economic matters, include a discussion of how continued freight service on the NEC is essential to the region's economic well being.

In Section 3.4.1 – Aging Infrastructure, the Draft EIS at page 3-5 notes that portions of the NEC network were constructed as long ago as the 1830s. CSXT endorses the recognition that this critical infrastructure is long overdue for improvement or replacement and will benefit both passenger and freight rail.

We recommend that the FRA include specific reference to those critical infrastructure improvements along the NEC that will facilitate freight rail operations.

Chapter 5 – Transportation

Section 5.2.7 in the Draft EIS contains a summary of findings regarding freight service in the affected region. It recognizes that "the rail network is essential to the goods movement system in the Northeast..." and notes the operating challenges that the various users of the NEC experience. As such the Draft EIS should consider the ability for freight railroads to add new customers and service. CSXT is highly confident that demand for freight service will grow significantly along the NEC over near and long term forecast horizons. The Draft EIS provides a railroad freight growth estimate of 66 percent growth between 2011 and 2040 (page 5-19). According to another study, Cambridge Systematics projects that freight rail is anticipated to increase 88 percent by 2035. The Draft EIS also includes Table 5-11, depicting freight movement by metropolitan area within the NEC and a projection at page 5-18 by the Federal Highway Administration that goods movements within the NEC study area are expected to increase by 128 percent by 2040.

Despite these reputable projections for significant growth in freight rail, including in the study area for this Draft EIS, the document fails to recognize the obvious benefits of revising current NEC limits on the weight of freight cars. CSXT believes that the viability and success of future freight rail service on the NEC will be determined by the capability of the corridor infrastructure to support the predicted increased freight customer demands. For most of the NEC, only rail cars weighing less than 263,00 lb. gross weight on rail (263k GWR) are allowed. This load capacity limitation has existed for more than half a century. The Association of American Railroads (AAR) initiated the Heavy Axle Load (HAL) Research Program in 1988 in order to "provide guidance to the North American railroad industry about whether to increase axle loads and to determine the most economic payload consistent with safety." In 1991, the freight railroad industry decided to accept cars with 286k GWR in interchange service. The use of 286k GWR allows more freight to be moved in each car, thereby reducing the carloads and car-miles needed to move a given amount of freight. Since fewer trains would be needed, this change will increase line capacity. Higher fuel costs and greater concerns with line capacity make it more important to pursue the most efficient means for transporting bulk commodities. This weight limitation standard is clearly outdated and plans to increase the weight limits on the NEC should be proactively explored. The existing rail infrastructure might be already capable of handling the increased weight for rail cars which would provide a more efficient use of the NEC infrastructure and assets.

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

The current agreements between CSXT and owners/operators of the NEC, such as Amtrak or multiple agencies, attempt to address both freight rail's need for growth and anticipated increases in passenger service. However, administrative complexity and high cost to request revisions in freight windows or infrastructure improvements make the requests for additional freight service difficult, expensive and time consuming. A streamlined process with committed timelines and competitive costs should be established to make sure that all rail needs are acknowledged and responded to in a timely manner.

In section 5.3.1.3, Freight and Transportation Effects, the Draft EIS states at page 5-22 that each of the "Action Alternatives would preserve the

future opportunity to create a dedicated north-south high-clearance, high density freight line which remains a long-term goal of Northeast transportation planners. While CSXT shares the long-term vision of having such a corridor, it also believes that FRA must be diligent in preserving current and reasonably foreseeable freight service levels on the NEC. In this regard, the Draft EIS's identification at page 5-22 of representative freight opportunities considered in the development of the NEC alternatives is a welcome sign and warrants greater analysis.

We recommend that FRA provide greater detail in the Final EIS as to how, with continued urban growth and limited highway capacity to transport freight, the NEC can provide critical access for goods and services to reach the largest cities in the Northeast.

Chapter 7 – Affected Environment

In Chapter 7, the Draft EIS covers the complete slate of environmental factors that FRA and the Council on Environmental Quality require be addressed in an EIS. The discussion of Air Quality in Section 7.13 reveals, among other things, that air quality fails to meet the National Ambient Air Quality Standards for one or more criteria pollutants within most counties along the NEC. Transportation is a major source of air pollutants and greenhouse gas emissions (GHGs). The Environmental Protection Agency estimates that for every ton-mile, a typical truck emits roughly 3 times more nitrogen oxides and particulates than a locomotive. Related studies suggest that trucks emit six to twelve times more pollutants per ton-mile than do railroads, depending on the pollutant measured. According to the Society of Mechanical Engineers, 2.5 million fewer tons of carbon dioxide would be emitted into the air annually if 10 percent of intercity freight now moving on highways were shifted to rail.[1]

GHG emissions are directly related to fuel consumption. In 2014, U.S. freight railroads moved a ton of freight an average of 479 miles per gallon of fuel — up from 235 miles in 1980. That is a 103 percent improvement. On average, railroads are four times more fuel efficient than trucks, according to an independent study for the Federal Railroad Administration. It means

[1] American Association of State Highway and Transportation Officials. Transportation: Invest in America, Freight-Rail Bottom Line Report. 2000.

moving freight by rail instead of truck lowers greenhouse gas emissions by approximately 75 percent.[2]

We recommend that FRA include in its discussion of air quality a summary of the benefits provided by freight rail when intercity freight shifts from truck to rail within the NEC study area.

In Section 7.18.4.2, Railroad Operational Safety, the Draft EIS presents a discussion concerning Tier II and pending Tier III safety standards that could apply on the NEC in a shared-use environment with conventional passenger, Acela Express and freight equipment. The Draft EIS at page 7.18-10 states that the use of Tier III equipment would preclude operation of freight trains on Class 9 track with speeds above 160 mph.

We recommend that FRA take steps to insure that its actions regarding Tier III operations do not compromise its commitment that the NEC will continue to be available for freight service.

[2] American Railroad Association. The Environmental Benefits of Moving Freight by Rail. August 2015.

NEC DEIS Comments - RECORD #1577 DETAIL

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

The Connecticut Audubon Society is pleased to submit the attached comments, from Alexander Brash, president of the Society, regarding the NEC Future Draft Environmental Impact Statement.

Tom Andersen
Director of Communications
[http://oi57.tinypic.com/15f65py.jpg]
314 Unquowa Road
Fairfield, Ct. 06824
914 409 6470
www.ctaudubon.org<http://www.ctaudubon.org/>
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914 409 6470

Attachments : Connecticut Audubon Final Comments NEC rail proposal2.14.16.pdf (649 kb)

THE CONNECTICUT
Audubon
SOCIETY

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

RE Comments on the NEC Future Draft Environmental Impact Statement

February 12th, 2016

The Connecticut Audubon Society, the state's original and still independent Audubon organization, manages five nature centers, two museums, and 19 wildlife sanctuaries covering over 2,600 acres within the state. Among these assets are the 700-acre Bafflin Sanctuary in Pomfret, Trail Wood Museum and 168 acre Sanctuary in Hampton, and a new virtual center in Old Lyme, named after the influential ornithologist and artist Roger Tory Peterson.

Our review of the NEC Future Tier 1 Environmental Impact Statement leads us to note that the study is critically flawed in its approach to environmental impacts and, not withstanding, the NEC proposal would result in severe impacts across the state.

Within the alternatives there are a number of components of each of the proposed NEC routes that would severely impact and generally damage Connecticut's natural resources as well as several that would directly impair several of our centers and sanctuaries and the communities they serve. As the oldest, and arguably largest, conservation organization in the state, we would note that:

- All the alternatives will seriously impact the state's human and ecological health. In particular:
    - The addition of numerous new segments, especially in Alternatives 2 & 3, of a high-speed rail will further dissect the state, and dramatically increase habitat fragmentation. As discussed in our most recent ***Connecticut State of the Birds*** report (Protecting and Connecting

Large Landscapes, December 2015), fragmentation such as this creates additional forest edge and results in the long-term loss of migratory, forest-interior breeding birds such as Cerulean Warbler, Black-throated Green Warbler, Scarlet Tanager, Red-eyed Vireo and Wood Thrush. Many of these and other migratory breeding birds are already suffering long-term declines, which would only be worsened by additional forest fragmentation.

- Given the proposed speed of the trains, and presumably an increase in their numbers, there will be increased incidents of collisions between trains and wildlife as well as with people too. The more northward the final segments are, the greater the impacts on wildlife.
- Proposed elevated tracks lines in southwest Connecticut will broadcast their sonic impact over a much greater area, disturbing neighborhoods, nesting birds, and other wildlife. The impact on, and mitigation for, these impact in the stretch from Greenwich to Fairfield will be huge.
- Broader and thicker track-beds will impact the ecology around the current rail lines, and result in increased barriers for plant and animal movement across track lines, decreased drainage and stream flows across and around track beds, and convey similar but even worse impacts upon all the salt marshes flanking the current coastal route through the state.

- We also note what we believe is a flawed analysis with respect to environmental issues, especially in that the evaluation largely focuses on energy related issues (i.e. pollution, energy use, and transit-oriented development plans). This would lead one to suppose the NEC Proposal undervalued the critical elements of the historic approach to environmental reviews such as endangered and threatened species, habitat impacts, open space connectivity, and other such community ecology issues.

- With respect to specifics; in Alternative 1, the "new segment" proposed from Old Saybrook, Ct., to Kenyon, RI. threatens to essentially destroy "main street" in Old Lyme, Ct., and substantively alter the character and aesthetics of the surrounding landscape. The proposed new segment would dissect the center of this town, and in addition negatively impact thousands of acres (directly impacting hundreds, and aesthetically impacting thousands) of woods and marshes that surround and characterize this beautiful pastoral community.

  - Long regarded as the birthplace of American Impressionist painting, it is home to three leading institutions in the world of art: The Florence Griswold Museum, The Lyme Art Association, and The Lyme College

of Fine Arts. Old Lyme, is a federally declared National Historic District and the Florence Griswold House holds a prominent place on the National Register of Historic Places. The village itself has over 50 homes predating 1900 and has been lovingly preserved overt these last few decades. Potentially Lyme Street (main street) and the Lyme College would be obliterated entirely by the new rail line and the other two art institutions would be separated from the center of town.

- With respect to the surrounding landscape, the Connecticut River and its tidelands have long been recognized by a succession of local, state, national and international organizations. This estuary is considered ecologically important by the Ramsar Treaty; was identified as one of the Western Hemisphere's forty Last Great Places by The Nature Conservancy; is an American Heritage River; and is part of the Silvio O. Conte US Fish & Wildlife National Refuge. This area is widely recognized as one of the most important natural, recreational and scenic areas in Connecticut, even the entire United States.

- Given the great ecological values and sensitivities associated with the lands south of the proposed route, any alternative with this proposed new segment should be adjusted to a trajectory north of I-95 and Old Lyme itself.

- We are concerned that Alternative 2, the proposed new segment between Hartford, Ct., and Providence, R.I., will threaten two of our long established nature sanctuaries, Bafflin and Trail Wood. Although we understand that the proposed routes are conceptual, the lack of detail is a serious flaw and prevents us from knowing for sure whether and how much these two properties will be affected. Nevertheless we submit the following concerns and note that both of these sites are either pierced by, or adjacent to, the Air Line Trail State Park.

  - Covering 700 acres in northeast Connecticut, the Bafflin Sanctuary has been designated an Important Bird Area by the National Audubon Society, and in 2013 was chosen by Yankee Magazine as one of Connecticut's two best nature preserves (Trail Wood being the other). The Bafflin Sanctuary consists of pastures, open fields and native grasslands, which are among the most rapidly-disappearing habitat types in the state. It also boasts extensive open wetlands and mature forests, and has 10 miles of walking trails. More than 200 species of birds have been recorded at Bafflin, including breeding populations of Connecticut rarities such as breeding Bobolinks, American Kestrels, and Eastern

Meadowlarks. Eastern Meadowlarks are listed as threatened under Connecticut's Endangered Species Act, while Bobolinks and American kestrels are listed as special concern.

- Trail Wood is the 168-acre sanctuary that includes the former home of Pulitzer Prize-winning author Edwin Way Teale. A historic site as well as a nature sanctuary, the property encompasses Teale's home and writing cabin (which together the Connecticut Audubon Society maintain as a museum), a three-acre beaver pond, meadows, vernal pools, mature forest and a pristine brook. It is also a noted breeding site for Hooded Warblers.

- We would also note that with respect to this proposed route and resiliency, it should be remembered that the "Air Line" was plagued from its beginning to end by unsustainable practices, such as high and spindly rail bridges as well as massive fills to smooth valleys. Finally, the line was doomed in 1955 due to its susceptibility to frequent flood damage.

- Alternative 3, dependent upon which sub-scenario is chosen, also appears to threaten both Bafflin and Trail Wood sanctuaries for all the same reasons as noted above.

In sum, we strongly suggest that the NEC Future must seriously review and refine its environmental impact process, for the current fails to truly analyze the real ecological and historical impacts of each alternative. Second, we would note that for a project with such a proposed impact, there has been insufficient engagement within each of the communities that will so profoundly be effected. Third, while noting direct impacts on our own sites and sanctuaries, we believe there should be a greater effort made to project possible routes onto maps depicting all undeveloped and open spaces so that a real assessment can be made of the fragmentation NEC might bring.

Sincerely yours,

Alexander R. Brash, President
The Connecticut Audubon Society
314 Unquowa Road
Fairfield Ct 06824

NEC DEIS Comments - RECORD #2497 DETAIL

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

Please find attached comments from the Connecticut Department of Economic and Community Development on the Tier 1 Draft EIS.

Thank you,

Binu

Binu Chandy
Project Manager
Office of Capital Projects
Department of Economic and Community Development
505 Hudson Street
Hartford, CT 06106
Ph: 860-270-8154
Email: binu.chandy@ct.gov<mailto:binu.chandy@ct.gov>
[cid:image001.jpg@01CD31D9.BF948BA0] [Facebook]
<http://www.facebook.com/pages/DECD/188972734470153> [Twitter] <http://twitter.com/#!/CTDECD>

Attachments : DECD Letter NEC Future Feb 2016 FINAL.pdf (248 kb)

CONNECTICUT AIRPORT AUTHORITY

February 11, 2016

Ms. Sarah Feinberg
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

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

Administrator Feinberg:

Thank you for the opportunity to comment on the Federal Railroad Administration's (FRA) NEC Future Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS). The NEC Future program is a vital project to the Connecticut Airport Authority (CAA) and Bradley International Airport. The prospect of a strong intermodal transportation system holds great promises for the state and region's commuters and travelers. The Northeast Corridor has been neglected for far too long, and the CAA applauds the FRA's efforts to examine modernization and improvement initiatives.

Unfortunately, the CAA is unable to endorse any of the provided alternatives at this time. In the spirit of enhancing Connecticut's intermodal transportation system, the CAA asserts that any final enhancements must address the inland route serving New Haven – Hartford – Springfield. Rail connectivity to Bradley International Airport, New England's second largest airport, must be emphasized in the plan, and the CAA was disappointed to find a relative lack of attention to the inland route and Bradley Airport in the current alternatives presented. We look forward to the FRA studying both of these issues in order to maximize safety and reduce capacity constraints for commuters and travelers in Connecticut and beyond.

Thank you for your consideration of these comments. Please feel free to contact me at 860-292-2054 if you would like to discuss this matter further.

Sincerely,

Kevin A. Dillon, A.A.E.
Executive Director
Connecticut Airport Authority

Bradley International Airport
Terminal A, 3rd Floor, Administrative Offices
Windsor Locks, CT 06096

Department of Economic and Community Development

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Catherine H. Smith
Commissioner

February 11, 2016

Rebecca Reyes-Alicia
NEC Project Manager
USDOT, Federal Rail Administration
1200 New Jersey Avenue, SE.
Washington, D.C. 20590

Re: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Ms. Reyes-Alicia:

I would first like to thank you for the opportunity to comment on the Federal Railroad Administration's (FRA) NEC Future Tier 1 Draft Environmental Impact Statement (DEIS). We laud the NEC Future Program as it sets the stage for an overall vision for rail transit in the Northeast Region which is crucial for the economic strength and vitality of Connecticut and the larger region.

The State's "Let's GO CT" initiative highlights our awareness of how transit and transit initiatives will influence the future of Connecticut's economy. A good transit network and fast connections to major economic centers in the region is vital to the 21st Century economy. Under Governor Malloy's leadership, Connecticut has made significant investments not only in transit and surface transportation but also in industries like advanced manufacturing, aerospace, digital media and green technologies. A vibrant transportation network – particularly commuter and inter-city mass transit – is critical to Connecticut's economic future. Governor Malloy has also made unprecedented commitments to fostering transit-oriented development in Connecticut after decades of policies that encouraged sprawl. Further investments in rail commutation represent a major opportunity to better align the state's land use and development patterns with good planning and sustainability objectives.

New investment in mass transit also represents a critical opportunity to revitalize Connecticut's cities and specifically to reactivate former industrial corridors. Since FY2012, Connecticut has invested approximately $140million to remediate and redevelop brownfields – new transit corridors along former industrial corridors will provide a boost to the Governor's historic commitment to addressing these long-blighted sites.

Connecticut welcomes and is highly supportive of the idea of a high-speed rail corridor through Connecticut, connecting our major economic centers, including our Capital City, Hartford. Availability of high-speed service connecting our major economic centers to Boston and New York will help transform the economic environment in Connecticut. As outlined in Governor Malloy's letter, DECD would encourage FRA to have a phased approach to the Tier 2 Environmental Impact Statement (EIS) program. In the first phase, we would encourage FRA to focus on the study and implementation of the No Build option that includes funded and unfunded (but planned) initiatives. Our current rail infrastructure that includes Metro North commuter rail sections from New York to New Haven and Shore Line East is plagued by capacity and reliability issues. We need an urgent solution to these issues before it affects the established economic markets.

We specifically request FRA to include the proposed Hartford Line, which connects New Haven, Hartford and Springfield in the first phase of the Tier 2 EIS Program. The Hartford line runs across the Knowledge Corridor, which is the 20th largest metro region in the country with approximately 3 million people, a labor force of 1.34 million, 64,000 businesses, niche industries such as precision manufacturing, aerospace, insurance, etc., and 41 universities. The Hartford-Springfield-New Haven region is a one-to three-hour drive to Boston and NY and about 5.5 hours by flight to Europe. Multi-modal connections within this region, including rail connections, are very important for the vitality of this growing economic giant.

The Tier 1 DEIS does not currently contemplate a rail connection to Bradley International Airport. This omission is a significant concern for DECD. The Amtrak connection to BWI Airport, for example, has provided a major boost for the Maryland/Baltimore/Washington corridor. Service at Bradley is expanding and there needs to be coordination with the existing and proposed rail infrastructure.

The State recommends that all other alternatives and alignments beyond the No Build Alternative be studied under future phases of the Tier 2 EIS Program. All potential rail connections should be included in the overall planning and vision. If high-speed rail is not the solution for a particular alignment, the Tier 2 EIS will open up other feasible options that the State can consider for these routes. A robust rail network at all levels, connecting major and medium economic centers, will catapult Connecticut to being a key player in the region.

We also encourage FRA to consider resiliency, energy impacts, livable communities, sustainability, affordable housing and economic impacts in its policy while investing and making choices in its rail infrastructure.

Freight-rail network needs to be a component in the NEC Future planning. Freight-rail can relieve congestion on the highway systems and can have an impact on economic development. Freight connections to our airport systems can make us more competitive in the International markets.

Thank you again for the opportunity to be involved in the process to make decisions on investment in rail transit. I wish you all the best for successful implementation. Please keep me informed of the progress and major milestones moving forward.

Sincerely,

Catherine H. Smith
Commissioner

NEC DEIS Comments - RECORD #2454 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Concerned

Last Name : CT Resident

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

[redacted]

From: Amishi.Castelli@dot.gov
Sent: Friday, February 19, 2016 10:43 AM
To: Catherine.Labadia@ct.gov
Cc: Rebecca.Reyesalicea@dot.gov; Anderson, Susan; Siegel, Ruby; Bur, Selina Zapata
Subject: RE: FRA NEC FUTURE Program

Follow Up Flag: Follow up
Flag Status: Completed

Thanks Catherine. We appreciate the input of the CT SHPO, and will include those comments as part of the comments we received on the DEIS and Draft PA; as such, we'll reply to the comments and incorporate any suggestions into the FEIS and Final PA.

I'm Cc'ing our consultants and the NEC FUTURE Program Manager, Rebecca Reyes-Alicea.

Thanks again, have a great day! -Amishi

From: Labadia, Catherine [mailto:Catherine.Labadia@ct.gov]
Sent: Friday, February 19, 2016 10:39 AM
To: Castelli, Amishi (VOLPE) <Amishi.Castelli@dot.gov>
Subject: RE: FRA NEC FUTURE Program

Good morning Amishi,
CT SHPO has review the Programmatic Agreement included in the Tier 1 documentation. This office requests that SHPO is included as a repository for collecting background resource information in the CT specific section of the agreement. The procedures and stipulations outlined in the agreement are acceptable to this office. We look forward to additional consultation as the project moves forward.
Have a great weekend,
Cathy

From: Amishi.Castelli@dot.gov [mailto:Amishi.Castelli@dot.gov]
Sent: Wednesday, February 10, 2016 1:05 PM
To: Labadia, Catherine
Cc: Rebecca.Reyesalicea@dot.gov
Subject: RE: FRA NEC FUTURE Program

Hi Cathy- Excellent, thank you very much. It was just brought to my attention that you already informed our team of that – unfortunately, it didn't get to me before I placed the calls and sent the email to Mary, so apologies for the error.

I will give you a call on Tuesday so we can talk on this issue further. Does that work for you?

Thanks, Amishi

From: Labadia, Catherine [mailto:Catherine.Labadia@ct.gov]
Sent: Wednesday, February 10, 2016 12:57 PM
To: Castelli, Amishi (VOLPE) <Amishi.Castelli@dot.gov>
Subject: RE: FRA NEC FUTURE Program

Hello Amishi,
Mary has forwarded your information to me and I will be your primary contact for this project. My contact information is below.
Talk soon,
Cathy

Catherine Labadia
Deputy State Historic Preservation Officer, Staff Archaeologist
State Historic Preservation Office
Department of Economic & Community Development
1 Constitution Plaza, 2nd floor
Hartford, CT 06103
860-256-2800 (main)
860-256-2764 (direct)

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From: Dunne, Mary
Sent: Wednesday, February 10, 2016 12:54 PM
To: Labadia, Catherine
Subject: FW: FRA NEC FUTURE Program

From: Amishi.Castelli@dot.gov [mailto:Amishi.Castelli@dot.gov]
Sent: Wednesday, February 10, 2016 12:15 PM
To: Dunne, Mary
Cc: Rebecca.Reyesalicea@dot.gov
Subject: FRA NEC FUTURE Program

Good afternoon Mary- I just left you a voice mail, but thought I'd follow up with an email.

I am the environmental lead for the Federal Railroad Administration's NEC FUTURE, a program to develop an investment plan to improve passenger rail along the Northeast Corridor (NEC) to meet current and future transportation needs of the region (our website, www.necfuture.com, contains a lot of background information as well as current news items and project documents). We began our program in 2012 with a NOA to develop a Tier 1 Environmental Impact Statement under NEPA, as well as letters to all of the SHPOs and tribes in our study area to initiate the Section 106 compliance process. Since that point, we have been regularly engaging with the SHPOs to work out the 106 compliance approach (development of a Programmatic Agreement), discuss the environmental analysis approach and level of detail, and review results of the environmental analysis; we worked closely with Dan, and I understand you are Dan's replacement now that he's moved on. We released the Tier 1 Draft EIS in November, and are accepting comments until February 16th, this upcoming Tuesday.

I contacted you to discuss some of the comments we've been receiving during this comment period in regards to our program alternatives in CT – particularly, from the community of Old Lyme along the CT shore. You may have heard that there is a lot of concern from residents in that area, particularly about potential impacts to the built and natural environment of building and operating a passenger rail line. I wanted to touch base with you to assure you we are aware of the concern, we're hearing the folks who've been expressing their thoughts on this matter, and that we are working to ensure their concerns are addressed as we develop a preferred alternative over the next couple of months.

We will be holding a webinar with the SHPOs and other Section 106 stakeholders in early March (invite to come in the next week or two), but I thought it would be productive for the two of us to have a conversation before then in light of the issues in and around Old Lyme. As I mentioned in my voice mail, I am out of the office for the next two days, and Monday being a federal holiday, we will likely not be able to talk again until Tuesday. I will give you a call then – if you want to let me know what day/time works best for you, we can put something on the calendar.

I look forward to working with you!
Best,
Amishi
NEC FUTURE FRA Environmental Lead

Amishi Castelli, Ph.D.
Environmental Scientist | Environmental Science and Engineering Division, V-326
Volpe, The National Transportation Systems Center | U.S. Department of Transportation
Office: 617.494.2822 | Fax: 617-494-2789 | amishi.castelli@dot.gov | www.volpe.dot.gov
Advancing transportation innovation for the public good

Congress of the United States
Washington, DC 20510

February 16, 2016

The Honorable Sarah Feinberg
Administrator
Federal Railroad Administration
United States Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

Dear Administrator Feinberg:

The Federal Railroad Administration is undertaking an initiative known as NEC FUTURE to evaluate long-term planning options in Connecticut and throughout the Northeast. At the end of this process, we understand FRA will unveil a proposal for federal, state and local officials to address challenges facing our rail network. We are vigorous supporters of increased investments in our transportation system and the many jobs that these investments create, and we urge you to be forward-thinking in finalizing the NEC FUTURE framework to ensure it is a robust blueprint for enhancing economic prospects for our constituents. We also urge you to be responsive to the many communities affected by this proposal and ensure all our constituents' concerns are thoroughly considered and addressed before you adopt any proposal.

The Northeast Corridor is home to nearly 50 million people, four of the country's ten largest metropolitan areas, and nearly 30 percent of the country's jobs. It is our nation's economic engine, generating more than 20 percent of our country's GDP on just two percent of our country's land mass. Despite the region's economic might, the residents of the Northeast are saddled with railroad infrastructure more befitting a fledgling twentieth century nation than a global superpower.

FRA has unveiled four options to frame our investment choices in this network. In draft documents now generating public comment, NEC FUTURE contemplates maintaining the status quo (the "No Action" alternative), growing the network commensurate with projected population growth (the "Maintain" alternative), expanding service (the "Grow" alternative), and, finally, dramatically overhauling rail in the Northeast (the "Transform" alternative). We understand FRA will decide its preferred option – also referred to as a "preferred alternative" – later this year after reviewing public comments on the four options.

We urge you to be visionary in your proposal, bringing our rail network into the modern age and preparing for the economy of the twenty-first century. The preferred alternative should ease congestion, reduce greenhouse gas emissions, ensure the resiliency of our infrastructure in the face of climate change, improve freight rail options for commercial development and

guarantee our constituents first-in-class rail service so they can better access jobs and economic opportunities. We are encouraged by ideas that would rebuild our infrastructure, create new lines and hundreds of new stations, eliminate chokepoints, and increase opportunities for residents throughout New England to access dependable, reliable high-speed rail. Our global competitors are embracing ambitious plans; we must do so as well.

We understand FRA will formalize its preferred proposal in the form of a "Tier 1" Environmental Impact Statement, or EIS. Generally, a Tier 1 EIS focuses on large, regional issues, not local adverse and positive impacts which would be assessed during a second review of specific projects. Nonetheless, the Tier 1 EIS is still an important document that could guide decisions in the Northeast for decades to come, serving as a starting point for many critical state and local planning efforts.

So, we urge you to closely consider the impact of your preferred plan on all communities affected and specifically ask that you:

- Ensure you have conducted thorough outreach to all communities and stakeholders affected, including ensuring anyone who should be afforded an opportunity to comment has been provided ample, sufficient, timely notice of this undertaking.

- Ensure everyone has been able to assess the costs of the proposals with enough specificity to provide constructive feedback.

- Ensure you have considered all economic impacts, as this plan could affect countless businesses and livelihoods, and ensure this plan increases economic opportunities rather than undermine them.

- Ensure you have considered all environmental impacts, minimizing any harm in the many ways the plan could threaten farmland, wetlands, parks, forests, water resources, animal habitats, as well as community quality of life issues, like noise.

- Ensure it enhances service for all who depend on our transportation network, from bus and transit users and short-distance commuters to long-distance passengers, drivers, aviation stakeholders, and freight operators and customers.

- Ensure it protects the unique, historic charm of the countless communities in Connecticut that have structures dating hundreds of years and proud, important traditions of historic preservation.

- Ensure it leverages current resources, infrastructure and local planning efforts, complementing local priorities and needs and does not undermine them.

Again, many communities and constituents could be affected by NEC FUTURE, and we appreciate your efforts to make this undertaking a worthwhile and valuable contribution to long-

term transportation planning while protecting critical natural resources and community quality of life.

Sincerely,

RICHARD BLUMENTHAL
United States Senate

CHRISTOPHER S. MURPHY
United States Senate

ROSA L. DELAURO
Member of Congress

JOHN B. LARSON
Member of Congress

JOE COURTNEY
Member of Congress

JIM HIMES
Member of Congress

ELIZABETH H. ESTY
Member of Congress

NEC DEIS Comments - RECORD #3063 DETAIL

Status : Unread
Record Date : 2/17/2016
First Name : Daniel
Last Name : Mackay
Stakeholder Comments/Issues :

The Connecticut Trust for Historic Preservation will be submitting extensive comments on the NEC Tier 1 EIS by 2/18.

We recognize this is after the 2/16 deadline, but our responsibilities to fully assess the preliminary impacts to historic resources in Connecticut will require this additional time to finalize.

No state is more impacted than Connecticut in each of the proposed Alternatives. While we will provide statewide comments on each of the three alternatives, I do want to highlight that we have already co-signed comments submitted by a diverse partnership of organizations focused on Old Lyme, Connecticut.

These comments reflect grave concerns for the proposed new rail crossing of the Connecticut River between Old Saybrook and Old Lyme, and the resultant impact on historic, cultural and environmental resources of national and international import.

You could not possibly pick a more intrusive and disruptive route for high speed rail than what you've currently proposed for Old Lyme under Alternative 1. Our concern is that other new routes and right of way across Connecticut would be similarly disruptive for historic and environmental resources in other Connecticut communities.

Regards,

Daniel

--

Daniel Mackay
Executive Director
Connecticut Trust for Historic Preservation
www.cttrust.org
(475) 355-5351 (cell)

NEC DEIS Comments - RECORD #118 DETAIL

Status : [redacted]
Record Date : 1/7/2016
First Name : Torrance
Last Name : Downes
Stakeholder Comments/Issues :

To those responsible for accepting comments on the FRA Tier 1 Draft EIS:
Please include the attached comments in the testimony record for the Federal Railroad Administration Tier 1 Draft EIS.
Thank you.
J H Torrance Downes
Senior Planner
Lower CT River Valley Council of Governments
Connecticut River Gateway Commission

Connecticut River Gateway Commission

145 Dennison Road
Essex, CT 06475
Phone: 860-581-8554
FAX: 860-581-8543
www.ctrivergateway.org

Chester
Deep River
East Haddam
Essex
Haddam
Lyme
Old Lyme
Old Saybrook

MEMORANDUM TO: Federal Railroad Administration (FRA)
MEMORANDUM FROM: J. H. Torrance Downes, Senior Planner
Lower Connecticut River Valley Council of Governments
Connecticut River Gateway Commission
DATE: January 6, 2016
SUBJECT: Comments on Option 1, NEC Future Tier 1 Draft EIS

This memorandum has been submitted on behalf of the Connecticut River Gateway Commission to alert the Federal Railroad Adminstration to the jurisdiction and legislative mission of that statutorily-enabled Commission. The Gateway Commission is a regional land use commission enabled in Sections 25-102a through 25-102s of the Connecticut General Statutes and established by each of its eight member municipalities through a vote of each town's legislative body. Both the Connecticut towns of Old Lyme and Old Saybrook have been members since 1974.

It is the request of the Connecticut River Gateway Commission that any efforts to construct a new railroad bridge and its approaches between Old Saybrook and Old Lyme as summarized in Option 1 of the Tier 1 Draft EIS be carried out in a manner consistent with the Gateway mission of protection and involve said Commission early enough in any design process in order to seek advice on the best way to minimize any adverse visual or ecological impacts that may be caused by the construction of such infrastructure within the Gateway area of jurisdiction, the Gateway Conservation Zone as identified in Section 25-102c CGS.

As codified in Section 25-102a CGS, the lower Connecticut River Valley in the area of the possible new bridge crossing was found by the Connecticut General Assembly "…. *to possess unique scenic, ecological, scientific and historic value contributing to public enjoyment, inspiration and scientific study, that it is in the public interest that the provisions of this chapter be adopted to preserve such values and to prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens* (emph.added)….". The provisions of this chapter were adopted by each of the eight member municipalities, including Old Lyme and Old Saybrook.

In order to accomplish this important mission, the General Assembly and the eight member towns established the Commission to act in a regional capacity to preserve the values described above and to "…*prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens*…". The Commission has been doing so for the past 42 years.

The Gateway Commission accomplishes this mission through the adoption of zoning standards designed to minimize the visual impact of development within the Gateway Conservation Zone which encompasses the hillsides of the river valley up to the first ridge. The Commission also has the ability to acquire conservation easements and fee-simple land within the river valley to accomplish the same protective goal. Since its inception in 1974, the Gateway Commission has participated in the protection of over 1,000 acres of land for purposes of visual and ecological preservation.

NEC DEIS Comments - RECORD #474 DETAIL

Status : [redacted]

Record Date : 2/1/2016

First Name : Kevin

Last Name : Cuddeback

Stakeholder Comments/Issues :

The segments that seem to make the most sense are "New Downtown Baltimore", "New Philadelphia Stations" and Hartford-"I-684"-Providence. I'd see Hartford-Providence as being a good route to pay for by co-building with a 4-lane toll road, and leave for some future generation plans to cross Hartford-Danbury or New Haven - Long Island.

NEC DEIS Comments - RECORD #1713 DETAIL

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

I am writing in opposition to the present plan to run Amtrak rails through the historic district of Old Lyme. It is certain to lead to a long, protracted fight most likely ending in the courts. Old Lyme possesses the resources to continue the battle as long as necessary and the community would support it. This delay would be very costly to the NEC and would put the affected properties in a kind of limbo.

The general reaction to this proposal has been that it is too preposterous to ever happen. I can only think of what happened to a very decent neighborhood in the Bronx when the unthinkable happened and the path of the Cross Bronx Expressway destroyed not just homes and businesses but lives. The results are still evident.

If the human and historic cost of this proposal is no match against the ruthless logic behind it, I again predict that it is going to be costly in both time and money. And the idea that it is just too preposterous will in the end prevail.

NEC DEIS Comments - RECORD #430 DETAIL

Status : [redacted]

Record Date : 1/31/2016

First Name : Susan

Last Name : Cummiskey

Stakeholder Comments/Issues :

My family and I vehemently oppose the plan to reroute the Amtrak trains through the center of Old Lyme Ct. Not only will it destroy a beautiful and cherished historic district, it will irrevocably damage beyond repair one of the foremost and important estuaries on the east coast and in the country. It is abominable that the environmental impact has not be adequately studied or considered. This proposal should be removed from further discussion immediately. Susan Cummiskey

NEC DEIS Comments - RECORD #1558 DETAIL

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

Ms Carol Braegelmann
Office of Environmental Policy & Compliance
1849 C Street, N.W.
Washington D.C. 20240

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

Dear Ms Braegelmann:

I write you to oppose Alternate 3 in your railway plan. This option would destroy five dozen acres of the publicly-owned Patuxent Wildlife Refuge in central Maryland, less than an hour from your office.

This beautiful area includes pristine riparian, stream, wetland, and forest habitats, vital to numerous threatened species of birds. It would devastate the biggest surviving block of forest in central Maryland, a vicinity where carelessly-planned, rapid development in the mid-20th century has already permanently harmed the ecological integrity of a broad area.

The Patuxent Research Refuge was created in 1973 in support of the Migratory Bird Conservation Act -- itself passed to meet U.S. migratory bird treaty obligations. This biologically rich and diverse piece of land has been incredibly helpful in preserving at-risk species of migrating birds. The size of the Patuxent Research Refuge has made it far more priceless than several smaller parcels of land.

I urge you not to permit the proposed railway line to remove permanently this carefully-chosen and well-maintained natural resource. There are multiple practical, feasible, less destructive alternative routes. Please select a different option that does not devastate this publicly-owned, long-standing treasure.

Sincerely,
Deborah Cunningham
[redacted]
Baltimore, MD 21209

NEC DEIS Comments - RECORD #706 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Mack

Last Name : Cunningham

Stakeholder Comments/Issues :

I support Amtraks / FRA future capital plans
to improve the capacity and reliability of passenger
train service in the NEC.

NEC DEIS Comments - RECORD #1143 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Margaret

Last Name : Cunningham

Stakeholder Comments/Issues :

Wretched idea and MOST disturbing....and political. Leave the communities along our beautiful and historic shoreline alone. Sounds like Danell P. Malloy may be your consultant.

NEC DEIS Comments - RECORD #1916 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Kathryn

Last Name : Cuozzo

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #17 DETAIL

Status :	[redacted]
Record Date :	11/14/2015
First Name :	Dan
Last Name :	Cupper
Stakeholder Comments/Issues :	Any report on the environmental impact of the Northeast Corridor should also include Amtrak's 103-mile Philadelphia-Harrisburg line, which is -- like the NEC -- electrified and so already contributes to a cleaner environment. Most Harrisburg-Philadelphia trains already continue on to New York, and are thus already part of the present-day NEC operating plan.

NEC DEIS Comments - RECORD #822 DETAIL

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

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

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

Dear Ms. Braegelmann:

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

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

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

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

NEC DEIS Comments - RECORD #1623 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name : CurtissA27

Stakeholder Comments/Issues :

Gentlemen

Being a boater and resident of Old Lyme for over 43 years, I am aware that the railroad bridge across the Ct. river is very old and in need of repair/replacement. However including this with rerouting the rail line, as indicated in Alternative 1, so that it destroys the commercial center of our little town as well as the historic district does not make any sense. This would eliminate senior senator Dodd's house, although he no longer lives there, if still in the senate would stop this terrible option. I am sure with more thought a better option can be found. Please do everything possible to eliminate this as an option.

Alan & Theone Curtiss

NEC DEIS Comments - RECORD #2967 DETAIL

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

I am not in favor of this NEC Future plan. I live too close to Amtrak already and never use the train as it is too expensive. It is in my backyard and I do not wish it in anybody' else's. It should never have followed the shoreline.....it has ruined the northeast corridor. Let it not ruin any other pristine land, shoreline or private property again. Move it inland! It is stupid with global,warming to build along the shoreline.....what are you or your guy who promotes it thinking!

NEC DEIS Comments - RECORD #661 DETAIL

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

I am aghast at the Alternative 1 proposal which will decimate the historic town of Old Lyme by building a high speed railroad segment through the center of town. I fully support alternative mass transit but not at the expense of a vibrant community. This is both unnecessary and ludicrous. Seems like the new line can be moved slight north through Lyme and avoid the historic middle of Old Lyme. As an Old Lyme resident I find the current proposal ludicrous.

NEC DEIS Comments - RECORD #2572 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Paula

Last Name : Daisey

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

ALEXANDER DALE: I'll speak.

RUBY SIEGEL: All right. Good.

ALEXANDER DALE: So my name's Alexander Dale. I am here for a variety of things. I'm a board member For Engineers For a Sustainable World.

I would like to voice, I think for a lot of us, support for the corridor and support for alternative 3 primarily as a visionary piece that if we look at the need for climate change mitigation, if we look at the need to redo how we travel and where we have access to, the only way to do a lot of intercity travel is -- if we can't do flying is to do a lot of rail. And alternative 3 seems to be the only one that really supports that.

I don't know that I have particular -- I think it's very interesting to go out to Long Island. At the same time, I feel like Long Island can come into New York, and that people are connecting more of New England.

I would also like to have questioned the very high cost relative to maybe a comparable length of system in other parts of the world that we want to hear, like what changes might be necessary in alignment with this project to bring some of those cost tools down. If we, as the public, are going to be asked to support this, I'm happy to vote for lots of funding for rail, but I would like to make sure that that funding is well spent.

RUBY SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #2126 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : John

Last Name : Dalton

Stakeholder Comments/Issues :

It is time for us to rise-up and fight this attempt to railroad the coastline. This is a slap in the face to the huge tax payers and non-tax payers along coastal Connecticut. All Connecticut has to offer now is our beautiful coastal areas. This will destroy future tourism and the beauty of of shore areas.

NEC DEIS Comments - RECORD #319 DETAIL

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

To whom this may concern:

As a resident of Garden City, who lives in the Eastern Section on Washington Ave, I am opposed to the "Alternative 3."

Furthermore, It is your obligation to properly inform the public of how you intend to spend billions of tax dollars.

I am interested in hearing more about the plans.

Sincerely,

Lorraine Mead Daly
[redacted]
Garden City, NY 11530

NEC DEIS Comments - RECORD #632 DETAIL

Status : [redacted]

Record Date : 2/9/2016

First Name : Jennifer

Last Name : Damato

Stakeholder Comments/Issues :

My in laws own the property right at the end of Sand Drive. They built their dream house on the Lieutenant River. My husband and I were hoping to build there too in a couple more years. How can you tell people that you are going to come in and destroy everything that these kind people have worked for. The Lieutenant River is beautiful and so is Old Lyme, the historical route is right across from their house. The Lyme Arts Academy is too. How can you say you are going to take all that out. Never mind the horribly ugly diagonal bridge you are looking to put over the CT River. Find a different route I urge you!!! Modify the existing route. Do not destroy peoples homes and Old Lyme for a train.

NEC DEIS Comments - RECORD #587 DETAIL

Status : [redacted]

Record Date : 2/7/2016

First Name : Scott

Last Name : Damato

Stakeholder Comments/Issues :

I think moving forward with relocating the tracks is a horrible idea. It will ruin the beautiful Connecticut river area, the old Lyme historical area, the Lyme Arts academy and all the history in old Lyme never mind the ecosystem. Has anyone thought of that. The old bridge is beautiful and so is the route. Use that route. Why are you going to take people's homes away and change the whole dynamic of the town and the history??

NEC DEIS Comments - RECORD #2499 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : aref

Last Name : danaf

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1539 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Sloan

Last Name : danenhower

Stakeholder Comments/Issues :

This plan to run the railroad through the center of Old Lyme is ludicrous! The same way we were sold a bill of goods when the tracks were electrified, holds true I will predict on this attempted action. This will be a further waste of tax payers money and totally disjoint the center of one of the most beautiful towns in CT...forget it!!!!!!

NEC DEIS Comments - RECORD #2249 DETAIL

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

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1507 DETAIL

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

Please do not put a railroad line through the middle of Old Lyme. I urge you not to accept the Tier 1 draft statement. It is a very bad idea. This plan will ruin our wonderful historic town.

NEC DEIS Comments - RECORD #2698 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Sam

Last Name : Dangremond

Stakeholder Comments/Issues :

As a resident of the Town of Old Lyme, I am submitting testimony in opposition of the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement "Alternative 1" Proposal. My concern lies in the fact that this proposal will significantly alter my livelihood and decimate the beautiful and historic community of Old Lyme. I urge you to look at other solutions to improve the Northeast Corridor. Thank you.

NEC DEIS Comments - RECORD #3035 DETAIL

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

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1393 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Sue

Last Name : Darmon

Stakeholder Comments/Issues :

Alternative 1 will be detrimental to the Town of Old Lyme. I oppose this.

900 Public Safety Boulevard
Dover, DE 19901-4503
(302) 739-3278

DART
Delaware Transit Corporation

119 Lower Beech Street, Suite 100
Wilmington, DE 19805-4440
(302) 577-3278

February 12, 2016

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

Re: Draft Environmental Impact Statement for the Northeast Corridor

Dear Ms. Reyes-Alicea:

The Delaware Transit Corporation (DTC) appreciates the opportunity to comment on the Federal Railroad Administration's NEC Future Tier 1 Draft Environmental Impact Statement (EIS). Delaware is fully committed to the process of comprehensive planning for regional renewal and development of the Northeast Rail Corridor. The draft EIS provides policy-makers with a thorough analysis and options for investment to sustain and expand rail services in the Northeast Corridor during the 21st Century.

Having no regularly scheduled airline service in the state, Delaware heavily depends on the Amtrak and SEPTA services at the Wilmington Biden Station. The Wilmington station is the 11th busiest stop in Amtrak's national system, and the rail services are an essential component of the state's economic growth.

In 1989, DelDOT reinstated commuter rail services to Wilmington after a 7-year absence. Regional rail services are provided under contract with the Southeastern Pennsylvania Transportation Authority (SEPTA). Initially, the SEPTA served only Claymont and Wilmington; Newark and Churchman's Crossing were later added. During the early years, the service transported under 250,000 annual trips. In 2015, SEPTA transported 1,259,103 Delaware trips. The SEPTA service leads DTC transit services in cost recovery, and serves as focal point for transit oriented development.

The draft EIS mentions the DelDOT contracted SEPTA service in Chapter 5, but fails to list the service in Table 5-10, "Annual Passenger by Regional Rail Service Provider (2006 and 2012)". Delaware's ridership is reported as part of SEPTA's data. Although the draft EIS reflects considerable research and analysis, the success of Delaware's service may have been overlooked. It is important to note that while SEPTA will continue to be Delaware's provider for regional rail, other providers may assume responsibilities at some point in the future.

DelDOT is currently investing heavily in its 22-mile commuter rail system in New Castle County. A rail choke that is listed in the draft EIS is currently in the construction phase. The $51

million Third Track is anticipated to be completed in 2018. The improvement will increase speeds for inter-city services, and permit expansion of commuter trains.

The Newark Regional Transportation Center will expand services, and relieve rail traffic congestion in the state's second largest city. The new facility is adjacent the developing 422-acre Science, Technology and Research campus affiliated with the University of Delaware. This $40 million project will be completed in late 2018. The Claymont Regional Transportation Center is in the design phase, and is planned to be on line by 2020. There are also active plans for a Newport train station in the future. These investments reflect Delaware's commitment to expand capacity, increase customer convenience and enable system growth on its contracted regional rail system, and should be acknowledged in the EIS.

While DTC does not have specific views of No Action Alternatives and Options 1-3 presented in the EIS, it will be important for subsequent EIS investigations and in the Service Development Plan, to develop a collaborative financial plan. Delaware, like most NEC states, does not have long-range funding available to participate in construction of large system projects. The NEC will require substantive federal participation, as well as new sources of revenue, to support the options presented in the EIS. As the EIS notes, no development plans can begin to be implemented until the State of Good Repair is accomplished. Further deferring of critical infrastructure renewal threatens to curtail present levels of service, and such an outcome is unacceptable.

Finally, additional consideration should be given to Options 2 and 3 of the EIS that suggests a planned alignment of new tracks south of the Wilmington Biden Station. We take exception to this plan, and believe that a thorough review of the historic Wilmington station should be undertaken, as well as possible design of new approaches to the station before planning a new alignment. It is assumed that the suggested alignment would be on or near the Norfolk Southern Shellpot Branch. These tracks cross environmentally sensitive areas. We recommend further investigation of this alignment prior to adopting these options.

I look forward to continuing to work with the NEC Future team as the plan moves forward.

Sincerely,

L. Albert Loyola
Deputy Chief Performance Officer

LAL:ml
cc: John T. Sisson, CEO
Luther Wynder, CPO

NEC DEIS Comments - RECORD #2857 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Nyle

Last Name : Davey

Stakeholder Comments/Issues :

I oppose Alternative 1 as it will unnecessarily disrupt the campus of the Lymne Academy of Art at the University of New Haven. Any modernization of the transportation corridor should be restricted to the area of existing easements.

NEC DEIS Comments - RECORD #400 DETAIL

Status : [redacted]

Record Date : 1/30/2016

First Name : Carol

Last Name : Davidson Cragoe

Stakeholder Comments/Issues :

I strongly oppose Option 1, which would be highly damaging to the histroic town of Old Lyme. Why is it not possible to have a similar route that runs along the line of the existing line, further to the south? If this is truly not possible, then Option 3, linking Hartford, which is desperately in need of regeneration is a much better option.

NEC DEIS Comments - RECORD #375 DETAIL

Status : [redacted]

Record Date : 1/29/2016

First Name : Abby

Last Name : Davidson

Stakeholder Comments/Issues :

I think this is a horrible idea. I have lived in Old Lyme for many years and my family many years before that. If something needs to be changed it should be to the existing railroad lines. Not creating new railways through the historic district of Old Lyme.

NEC DEIS Comments - RECORD #619 DETAIL

Status : [redacted]

Record Date : 2/8/2016

First Name : Nicholas

Last Name : Davidson

Stakeholder Comments/Issues :

We will NOT allow such travesty in our town.

NEC DEIS Comments - RECORD #496 DETAIL

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

I write to oppose, in the strongest possible terms the proposed rerouting of the Amtrak through the middle of Old Lyme, CT (Tier 1 Draft EIS).

Old Lyme is first, a residential area. Second it is an important Historic District with many homes, galleries and museums of historic importance. Third, the proposed route runs through the one shopping area in the district. All of these would be adversely affected and nothing gained.

I opppose Tier 1 Draft EIS)

NEC DEIS Comments - RECORD #1619 DETAIL

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

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. I have lived within five miles of the Patuxent Wildlife Refuge since 1975 and have visited the refuge with my children and grandchildren several times.

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

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

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

Sincerely,

Michael C Davie, MSgt USAF(Ret)
[redacted]
Odenton, MD 21113-2240
[redacted]

NEC DEIS Comments - RECORD #2720 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Carol

Last Name : Davies Kane

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1452 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Judith

Last Name : Davies

Stakeholder Comments/Issues :

Wouldn't it be easier to build it in the middle of I-95?

NEC DEIS Comments - RECORD #486 DETAIL

Status : [redacted]

Record Date : 2/2/2016

First Name : Caryn

Last Name : Davis

Stakeholder Comments/Issues :

Please do not do this! The best asset about this area is the natural bucolic setting. You will ruin it forever. Add a couple of non-stop trains if you must. The trains are fast enough. How many is it really serving? You will destroy natural habitats and residential neighborhoods.

NEC DEIS Comments - RECORD #2137 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Earl

Last Name : Davis

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2869 DETAIL

Status :	[redacted]
Record Date :	2/16/2016
First Name :	Harcourt W.
Last Name :	Davis III
Stakeholder Comments/Issues :	

Harcourt W. Davis III
[redacted]
Old Lyme, Connecticut 06371

February 16, 2016

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

Re: Tier 1, Old Lyme Connecticut.

Dear NEC

I currently live in an area where I hear, see, feel and live with the impact of the current rail system. If the proposed Tier 1 plan for Old Lyme is approved, I will bear a much greater impact from the proposed Tier 1 NEC future project. Since I regularly navigate the Connecticut, Lieutenant, Back, Duck, Black Hall and Four Mile Rivers, I understand the need to repair or replace bridges on those rivers. I have witnessed the difficulties boaters have navigating while waiting for the Connecticut River Bridge to open in heavy traffic. At times it is similar to watching horses leave the starting gate. When the bridge opens, a mad rush ensues form both the north and south to get past the bridge before it closes. I have witnessed debris falling into the water as a train passes overhead and the exposed rebar on support columns for the Lieutenant River Bridge.

Amtrak identified specific project goals and objectives to be used as the basis for developing the criteria and screening methodology for evaluating the project alternatives.

The three project goals and their respective objectives are as follows:

Goal 1: Improve the reliability and long-term serviceability of the Connecticut River Bridge and its approach structures.
Objective: Maintain a state-of-good-repair for the bridge and its approaches.

Goal 2: Minimize conflicts with maritime traffic.
Objective: Minimize delays to trains and/or marine traffic due to bridge operations.
Objective: Provide sufficient vertical clearance and channel width for commercial and recreational traffic on the Connecticut River.
Objective: Minimize construction-period impacts to rail operations and navigation.

Goal 3: Minimize permanent and temporary impacts to the surrounding environment.
Objective: Minimize temporary and permanent impacts to wetlands and other ecologically sensitive areas.
Objective: Minimize impacts to cultural resources.
Objective: Minimize short-term construction impacts.

I have the following concerns with the proposed Tier 1 project in Old Lyme:

- The plan adds a bridge between the existing rail bridge and the interstate 95 bridge. Thus creating a triangle with one point at the opening of Ragged Rock, another to the east at the DEEP landing and the last just south of the 95 bridge and on the east bank of the Connecticut River. Piling and supports for the new bridge will only add more obstacles for boats to avoid in the triangular holding pen between the rail bridges. Both rail bridges will need to lift a section to allow taller boats to pass under. To allow boats to pass under both bridges without stopping, they will need to remain open for longer periods of time and thus not allow access for trains to cross. If both bridges do not remain open to allow all boats to clear both rail bridges, boats will become trapped between the bridges and face the difficulties navigating in a small triangular space in a moving current with other boaters in a congested area. Thus not achieving the Goal 2 to minimize conflicts with marine traffic and train delays due to bridge operations.

- The addition of a new bridge will block views along the Connecticut River View Corridor. Since the span will rise 71 feet, it will tower over the treetops and thus views will be blocked for adjacent property owners and those with sight lines of the treetops surrounding the bridge. This is also true for me with the old bridge.

- Fixed railway operations have the potential to produce high vibration and noise levels. Expanding the track area to virgin ground, will expand the volume of noise levels and exposed high vibration to residents. This is an environmental injustice since they have not been exposed at these elevated levels in the past. Since most of this virgin rail will travel adjacent to less expensive property along interstate 95, environmental justice areas will result in a disproportionately high and adverse effects on low-income populations of people exposed to high vibration and noise levels. Thus not achieving the Goal 3 to minimize permanent and temporary impacts to the surrounding environment.

- Virgin land area will be exposed to higher levels of pollutants. The new tracks will be placed on land that has not before seen railroad tracks. The construction and future maintenance of the track will cause the land to become polluted. Trains using the tracks will deposit pollutants such as oils, grease and debris onto the tracks. Chemicals will be used to control vegetation on the tracks. Consolidating the tracks could consolidate the pollution and minimize the usage of chemicals. Thus not achieving the Goal 3 to minimize permanent and temporary impacts to the surrounding environment.

- Virgin land area will be exposed to additional pollutants and those pollutants could pollute drinking water. Since many home in Old Lyme use private well and community well for fresh drinking water, any pollutants entering the water supply could put our drinking water supply in jeopardy. Thus not achieving the Goal 3 to minimize permanent and temporary impacts to the surrounding environment.

- The adverse impact on the population, land use, or economic activities will be devastating. The town currently has tracks to the south and potentially tracks to the north. Not only will this provide stereo train noise for those in the middle of town but also eliminate continuity with the residential and business community. Some will be on the other side of the tracks while others will be in the middle. Since the water levels are low in the downtown location they will be elevated to a level that one side will not be able to see someone on the other side. The tracks for all intents and purposes will be a wall dividing the town. The town's Post office, food store, shopping mall and gas station will be segregated to the north from the town government and those in the middle of the tracks. Thus not achieving the Goal 3 Objective to minimize impacts to cultural resources.

- For all of the reasons above, the town will potentially be sandwiched between two rail tracks with increased noise pollution, environmental pollution, decreased mobility on the water and land, and the consumption of developable land needed to install the new track. This will have a negative impact on new development, property values and population/employment growth. Thus not achieving the Goal 3 Objective to minimize impacts to cultural resources and permanent and temporary impacts to the surrounding environment.

If Tier 1 is deemed to be the best solution to solve the rail problems, I recommend the following changes to address my concerns:

- Use the existing track path from Old Saybrook to Four Mile River and then split the path with two tracks going to the north along the Four Mile River and west of Rocky Neck State Park in East Lyme CT. Continue north over Route 156 west of the interstate 95 exit 72 connector, continue over interstate 95 and connect to the original path in Tier 1 and head to the east. The other split path will continue on the existing two rail tracks.

- Expand the tracks from Old Saybrook to Four Mile River from two to four tracks. Replace the bridges over the Connecticut and Lieutenant Rivers and others as needed and install four tracks.

- One bridge over the Connecticut River can be raised to minimize the number of openings to accommodate the projected increased volume of train usage. When you replace the Connecticut River and Lieutenant River bridges it opens a great opportunity to elevate the eastern and western approaches to the Connecticut River to provide the needed slope to significantly increase the Connecticut River Bridge clearance. If the bridge clearance is increased more boats can pass under. While it may not be able to be raised to a point that all boats can pass under, every little bit will help. The more boats that pass under without opening will decrease the times need to open the bridge and thus allow more trains to pass. It will also relieve some of the boat congestion waiting for the bridge to open and the mad dash to pass under before it closes.

My recommended changes will solve the following issues:

- The cost to build one four-track bridge should be less expensive than building two, two-track bridges when the bridge for the new path is longer than the bridge for the current path.

- No additional congestion for boaters will be created.

- No additional visual pollution for the Connecticut River View Corridor.

- No additional people will be exposed to high vibration and noise levels. When we purchased our home, we accepted the existing train noise and vibrations. Other residents in the path of the new route may not have considered the noise when purchasing their home.

- Current tracks are already exposed to pollutants, and the issues that they have caused have been, or will be addressed. Public water is available to those in Old Lyme near the tracks. It is easier to address concentrated pollution areas than widespread areas.

- The town will not experience the adverse impact on the population, land use, or economic activities if a track was located as proposed in Tier 1 proposal.

- Expanding the existing tracks to four-tracks will be less expensive and more viable then acquiring new land and building tracks from scratch.

I believe that rail is an under utilized asset. Part of that is due to the lack of available passenger and freight resources. Doubling the number of tracks should double the resources. It will allow more freight to

be dispersed from our ports. It will provide resources to allow expansion of commuter/passenger rail service. We have tracks in place. Some tracks are no longer used, while others are used to the maximum. Our goal should be to expand upon what we have. Businesses and people already congregate around transportation resources. Tier 1 thru Old Lyme center will only destroy resources that make the rail viable. Tier 1 is also objectionable because other more viable alternatives exist.

Sincerely,

Harcourt W. Davis III

NEC DEIS Comments - RECORD #2282 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Jeremiah

Last Name : Davis

Stakeholder Comments/Issues :

Although I am greatly in favor of expanding mass transit, I am opposed to destroying a college campus and a vital art community to do so. I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts. I urge you to find alternative routes for this project. Thank you."

NEC DEIS Comments - RECORD #2229 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : John

Last Name : Davis

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #693 DETAIL

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

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

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

Dear Ms. Braegelmann:

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

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

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

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. While I agree that expanding and developing rail is important, this alternate (#3) is not the only option available. Please choose an alternate that does not disturb a national treasure.

Sincerely, -- Karen Davis3575 Ft Meade Rd #603Laurel MD 20724
If we can't find Heaven, there are always bluejays. —Robert Bly

NEC DEIS Comments - RECORD #285 DETAIL

Status : [redacted]
Record Date : 1/25/2016
First Name : Pam
Last Name : Davis
Stakeholder Comments/Issues :

I can't imagine it might be possible for someone to even think about destroying this beautiful place in Old Lyme with a railway!

NEC DEIS Comments - RECORD #758 DETAIL

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,

Ron Davis

2athigh1@[redacted]

[redacted]

NEC DEIS Comments - RECORD #798 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Robert

Last Name : Davis

Stakeholder Comments/Issues :

After going to meetings - I'm totally against option 1 which goes through the Old Lyme Historic district !!!! The web site is loaded with detail and leagalize but it doesn't show the detail proposed routes [only a small map and cities] You need to show the detail so foks can see and comment - are you hiding something ?

NEC DEIS Comments - RECORD #1066 DETAIL

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

I want more transparency on the 30th Street Station redevelopment project. Who will profit from it? How much of it will go to Amtrak? I am all for Amtrak profiting from developments, but not the developers, unless they pay a permanent percentage to Amtrak.
30th Street Station needs to be renamed to Franklin or Philadelphia Central or something more meaningful. 30th Street sounds like it is in the middle of nowhere. It conveys nothing positive to travelers unless they are going to West Philadelphia.
I believe freight and passenger rail must have separate trackage virtually everywhere.
I do not believe in tunneling under the entire city of Philadelphia for a high-speed line using a separate station. It needs to run through 30th Street.
The new development proposals do not include amenities the city needs, like performing arts venues and a town hall. A new office district will only draw business away from Center City, and we can't have that. There has to be a hotel adjacent to the station, a moderate-cost one for travelers, preferably big, but not necessarily. We do not have hotels catering to tourists on budgets, ie. under $125 a night or thereabouts.
We need the Broadway Limited service restored, it should originate in Boston or New York, or even in DC. The current connection via Pittsburgh is useless for going to Chicago and beyond. The alternative is to have a train leaving Philadelphia early in the morning and arriving in Chicago by 11:00 pm; a 16-hour trip should be possible with few stops, and it must have a dining car and baggage service. This would not require sleepers.
I think Pullman cars should be brought back as a lower-priced sleeper between coach and roomette in cost, as a tourist attraction. They would be very popular, I am sure.
Freight trains MUST give way to passenger trains always! However, separate tracking would make it unnecessary.
As for the congestion in Chicago, there used to be alternate routes like through St. Louis and east from there or south of Chicago, what happened to them? It may require the government to operate another loop train to ease congestion. No one company should ever be in a position to control the one linking rail line. CP or CN Rail must not acquire and American rail lines. They are not American, and we are far too close to monopoly situations already.
I want freight rail to be fast and efficient, able to transport food, to provide superior service to trucks.
Too many freight lines have been abandoned, I suspect.
We must have regional passenger service, but it will not work if it is too infrequent or inconvenient.
Amtrak is currently running intercity service that is equivalent to local service in the 1940s. The 20th Century Limited had no stops except to change engines in Buffalo, and as a result was much faster. The frequent stops slow the trains down too much. There should be a daily local and express train on each route.
There must be a train from Chicago to Duluth via Eau Claire and St. Paul. I believe the only way to accomplish that is to rebuild along the former Northern Pacific route, along highway 61, and entering Duluth through Fond du Lac, instead of Superior. That line would be passenger only, then. I was told that BNSF reconfigured the rail yards in Superior in such a way as to prevent passenger trains from getting through.
Regional routes may need something more like two-car self-propelled trains for smaller ridership and efficiency. No one should be more than 75 miles from a train in the eastern states.

Service from Denver to Salt Lake City to Seattle should also be restored. Many lines need restoration. So, yes, develop over rail yards if possible, if not hazardous. And keep boarding simple. If it only takes a half-hour to arrive and board a train, that is half of your advantage over air travel.

Amtrak no longer has anti-macassars on your seats, but left the velcro in place to catch on and tear up clothing. Put back the anti-macassars. Have pillows and blankets for at least a small fee. Stop this crazy bs of allowing pets on board. They can only go in a baggage car, not coach. It's an outrage, an insult to other passengers. Horrendous decision. It violates the rights of other passengers to safe, hypo-allergenic, smell-free quiet rides. The bathrooms need to be less smelly. The flush water needs something better, and the room needs something to absorb smells.

I'm not sure what else you need to know. I do not fly anymore, I rely on Amtrak for all travel, even though it usually costs too much. I have to use a sleeper and the additional cost is incredible. It used to be so reasonable to have a compartment, a roomette, just $40 or 50 extra. The meals are high-priced for what you get, the menu incredibly limited. The cafe still has unbalanced offerings, particularly west of Chicago. There should be no third-party involved in food and beverages. It should be Amtrak staff only, and only one manager above the food attendant, not several. The stores of food and beverage should be refilled at every major city.

Canadian and European tourists should not be able to laugh at or deride Amtrak service.

Consider the differences between Amtrak and ViaRail service, and if they can provide improvements.

The two-story trains are hazardous, not a good idea. Single-level like the LakeShore Limited is far better.

The FRA or somebody, should be coordinating travel between Amtrak and commuter rail service. There should be through-service and through-ticketing available instead of no information and no coordination. That should increase intercity travel. Many people don't even know how much closer to their destination they could get. There is no nationwide information source on commuter rail that I can find, and it keeps growing. And that includes Canada. What about a train from the US all the way to Mexico City and beyond? What an excursion that would be. How about a train connecting to a ferry to Puerto Rico (and Cuba)? How about connecting the Zephyr to a boat to Hawaii?

I think there should be a northern route from St. Paul to Boston through Canada, and from St. Paul to Kansas City and Texas.

It would also be good if cross-country trains just stopped in Chicago instead of having to change trains. The layovers are far too many hours. They should be no more than three hours, tops. Which means at least two or three trains a day from St. Paul to Chicago.

NEC DEIS Comments - RECORD #967 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Steven

Last Name : Davis

Stakeholder Comments/Issues :

Alternative 1 is a cultural disaster for southeastern New England and should be dropped immediately!!! There is no need to wreck the historic districts of these town that still preserve the early american experience. While no action should be the preferred course, if we had to build a modernized rail system it should go through Hartford as the state is already committed to build that area out economically and this could actually help where as there would be 0 to negative impact of this train on the coast!!!

NEC DEIS Comments - RECORD #771 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Albert

Last Name : De Leon

Stakeholder Comments/Issues :

As someone who has ridden Amtrak from the days of the Metroliner to today's Acela (neither of which qualified as a high-speed train), I think future plans should focus on improving infrastructure, including tracks and bridges, with a goal of establishing high-speed trains between Boston, New York and DC. It will be better for the environment and and for customers. Europe, Japan and China have implemented high-speed rails, and we are, sadly, lagging way behind.

Thanks for soliciting opinions on this important matter.

NEC DEIS Comments - RECORD #2379 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Antoine

Last Name : De Loach

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #882 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Craig

Last Name : Lukezic

Stakeholder Comments/Issues :

Attachments : DE SHPO Comment NEC DEIS.pdf (102 kb)

State of Delaware
Historical and Cultural Affairs

21 The Green
Dover, DE 19901-3611

Phone: (302) 736.7400 Fax: (302) 739.5660

February 11, 2016 SHPO Project Review #: 2012.06.20.01

Ms. Amishi Castelli, Ph.D.
Environmental Scientist
Environmental Science and Engineering Division, V-326
Volpe, the National Transportation Systems Center
U.S. Department of Transportation

Project: DE SHPO Comments on the NEC FUTURE Draft Environmental Impact Statement.

Dear Dr. Castelli:

We appreciate the opportunity to participate in the NEC FUTURE process. As we understand it, the goal of the Tier 1 EIS is to collect enough information for a decision to be made on selecting which alternative to implement in the coming years.

In the submitted document, we find some confusion in comparing the information and chapters. Most of the text in the document states that the Affected Environment, a one mile wide swath, was the primary assessment corridor of the study. When it came to the actual collecting and analysis of data for cultural resources, FRA apparently dropped that unit as unworkable due to the large amounts of data. Instead, we are presented with a small undefined representative corridor. It is stated in section 9.2.1 in appendix E:

> *Only the Representative Routes and associated station footprints for each Action Alternative were used to assess the Environmental Consequences, instead of the broader 1-mile-wide Affected Environment. This modification was made because the number of NRHP-listed resources and NHLs within the Affected Environment in urban areas is vast. Most importantly, the narrower swath yielded more meaningful data about the actual resources that are known to exist in the footprints of Representative Routes and associated stations.*
>
> *The footprints associated with the Representative Routes range from 150 feet to 300 feet wide. Improvements associated with stations and supporting facilities (i.e., tracks, platforms, parking) could flare out beyond the dimensions of the Representative Route.*

SAVING DELAWARE HISTORY

This undercuts any analytical comparison one may do with other environmental variables over space. Without adequate information, it is not clear if FRA can adequately assess indirect effects such as audio, visual or vibration, on historic properties. We need a realistic Area of Potential Effect presented, along with historic properties that are actually mapped in the graphics presented, and representative routes that are developed or defined. Until we have this information we cannot offer a meaningful comment regarding effects or to which alternative should be preferred.

As presented, **Alternative 1** maintains the role of rail as it is today, keeping pace with the level of rail service required to support growth in population. There are vague references to expanding capacity, adding tracks, and relieving key chokepoints in reference to the Newark Station. It is our understanding that planning for improvements at the Newark Station are currently underway, and should be stated as such in this document. Also, there is a reference to new stations to be constructed at Edgemoor and Newport. This option can impact historic properties, but additional details about the project area are needed to properly assess the potential for effects.

Alternative 2 will expand the rail service at a faster pace than the growth in regional population and employment. Along with the new work on the choke points and stations mentioned above, this alternative includes new alignment of track from Aberdeen to Newark. Also mentioned was a Wilmington Bypass of 8 miles in a new corridor or reuse of an existing one along the Shellpot Railroad which contains two historic bridges. According to the data presented, there are no National Historic Landmarks present that will be impacted by Alternative 1 and 2. We disagree with this finding, as three National Landmarks, Holy Trinity Church (Old Swedes), Fort Christina and Howard High School, are close to the current corridor. It should also be noted that Holy Trinity Church and Fort Christina are now included in the First State National Historical Park.

Alternative 3 transforms the role of rail, positioning it as a dominant mode for intercity travelers and commuters across the NEC. Service and infrastructure improvements include upgrades on the existing NEC and the addition of a two-track second spine within the Study Area The atlas appendix portrays this option as a new alignment cutting through Wilmington, but no information is presented on the nature or scope of the undertaking, or the resources affected by it.

As presented in the EIS, the Context Area is a 5 mile wide swath that surrounds the corridor. In section 7.9.5 of the document, the authors express a concern for Nation Historic Landmarks that are within the context area, and present lists of NHLs from various states. However, Delaware's NHLs are not included in the list. Within these parameters, Holy Trinity Church (Old Swedes), Fort Christina and Howard High School should be considered.

Overall, we understand that a Tier 1 EIS cannot provide the specific detail for many of the questions we are asking. We are aware that the upcoming Tier 2 study will include detailed

studies and thus more specific information on currently unidentified historic properties. However, the authors' state in the abstract:

> *The objective of this Tier 1 Draft EIS is to provide sufficient information for the public and agencies to comment on the alternatives and for the FRA to make an informed decision on identifying a Preferred Alternative for NEC FUTURE.*

At this point, we do not feel that the Draft EIS provides sufficient information to evaluate the alternatives' relative potential effects on historic properties. In order for the Final EIS to take historic properties into account in this decision process, and therefore meaningfully contribute to complying with Section 106 of the NHPA and NEPA, we recommend the document should include mapping of all the known historic properties within the Affected Environment Corridor. We need some more information of the representative corridors themselves. For example, will Alternative 3 be at grade or an elevated causeway? The National Historic Landmarks in all Affected Environment Corridors must be included.

If you have any questions, I can be reached at craig.lukezic@state.de.us or (302) 736-7407.

Sincerely,

Craig Lukezic
Archaeologist

cc: Gwen Davis, Deputy SHPO, Division of Historical and Cultural Affairs

NEC DEIS Comments - RECORD #1765 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : kristen

Last Name : deak

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #381 DETAIL

Status : [redacted]
Record Date : 1/29/2016
First Name : Francine
Last Name : Dean
Stakeholder Comments/Issues :

An e-mail has been received regarding your plans for a high speed railway through Garden City and surrounding towns. This plan would destroy Garden City economically, in terms of property values, and aesthetically. I am strongly opposed to this plan.

In addition, it is your obligation to property inform the public of your proposed action which does not seem to be the case!

Francine Dean

[redacted]

Garden City, NY

NEC DEIS Comments - RECORD #380 DETAIL

Status : [redacted]

Record Date : 1/29/2016

First Name : Francine

Last Name : Dean

Stakeholder Comments/Issues :

I strongly object to the plan to run a high speed railway through Garden City and several neighboring towns. This Alternative 3 plan would destroy Garden City economically, in terms of real estate values, and aesthetically.

NEC DEIS Comments - RECORD #2115 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Dean

Last Name :

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2140 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Paul

Last Name : DeBernardo

Stakeholder Comments/Issues :

you needed to relocate your tracks and come up with a different plan, why ruin something that is a benefit to the community and evironment, look to what can be changed and hope it will be something all will benefit from and want to live with.

NEC DEIS Comments - RECORD #1945 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : MArk

Last Name : DEBisschop

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #858 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Susan

Last Name : DeBlasiis

Stakeholder Comments/Issues :

I am AGAINST a new railway thru the historic town of Old Lyme. This plan would ruin the Historic District and decimate the towns only commercial center!

NEC DEIS Comments - RECORD #588 DETAIL

Status : [redacted]
Record Date : 2/7/2016
First Name : Elissa
Last Name : DeBruyn
Stakeholder Comments/Issues :

Friends of Old Lyme and Lyme!! Have you heard?? Implementing a high-speed railway over the Connecticut River and through the Old Lyme marshland ecosystem will impact ALL of us. Besides the associated taxes and the impact on nearby homes and land which will affect quality of life and property value, think of our fragile marshland ecosystem, home to numerous endangered species such as the osprey we all have grown to know and love! Our osprey population thrives in Old Lyme because we have preserved its home, but implementing this railroad will introduce noise, pollutants, vibrations and habitat fragmentation that will impact the survivorship of this and all marshland species. Others in the Northeast may benefit from the convenience of this railroad at no cost, but it is us, the residents of Old Lyme, who have to bear its destructive burden on our marshland home.

up on, John.

JOHN KENNEL: Okay. I'm John Kennel. I work for the State of Delaware Department of National Resources and Environmental Control.

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I'm going to invite you and the FRA to explore and study a new alignment from Churchman's Crossing through a new station underneath Rodney Square into the state line with Pennsylvania. Philadelphia has done this to connect Philadelphia Airport with Market East. I think it's a better option for Delaware.

We have opportunities for economic growth into central downtown. With that, there are expected to be lower per capita ecological impacts and costs for services. State support for development in urban areas would relieve pressure on sensitive lands. It is reasonably expected that most urban areas will support the economic viability of rail, and rail would support the economic growth along a new alignment.

Can everybody hear me?

Wilmington Rodney Square is a transit hub, and it has the state's most favorable area

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for expanding high-rise development as bedrock to support heavy structures is sizably stable; has an active water supply; is close to water, road, and air transportation; ample infrastructure to support additional population for comparatively small environmental costs.

The present ridership through Wilmington has been profitable for over a decade. You can check my sources on that.

And, recently, Congress has considered legislation to allow it to allocates its profits along the Northeast corridor rather than subsidize other areas of the country that are losing money.

And, in addition, this direction south of the station where the alternatives 2 and 3 are proposed, we have a lot of wetlands areas, endangered species, hazardous waste sites, flood plains, and areas subject to sea level. It would not be suitable for additional development.

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Thank you.

RUBY SEIGEL: Thank you, John.

NEC DEIS Comments - RECORD #158 DETAIL

Status : [redacted]

Record Date : 1/12/2016

First Name : Ronaldo

Last Name : DEGRAY

Stakeholder Comments/Issues :

Please help to restore the Montrealer between Washington, D.C. and Montreal via New Haven, Hartford, Springfield and points north.

NEC DEIS Comments - RECORD #343 DETAIL

Status : [redacted]

Record Date : 1/27/2016

First Name : Ronald

Last Name : DeGray

Stakeholder Comments/Issues :

Alternative 3 please including provisions for travel to points north from Hatford, Springfield, Boston to Montreal!

NEC DEIS Comments - RECORD #2352 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Sarah

Last Name : Deignan

Stakeholder Comments/Issues :

I am a student of the Lyme Academy College of Fine Arts of the University of New Have, and I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus, negatively impact the long standing cultural heritage of Old Lyme, and destroy fragile wetland.

NEC DEIS Comments - RECORD #2947 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Maud

Last Name : Delaney

Stakeholder Comments/Issues :

This plan need more time for those communities that are impacted to have a voice. It is a short sighted, potentially devastating plan with few benefits. I am unalterably OPPOSED to this as it stands now. Please consider more public discussion in this!

DELAWARE COUNTY PLANNING DEPARTMENT

COURT HOUSE/GOVERNMENT CENTER
201 W. Front St. Media, PA 19063

Office Location: Toal Building, 2nd & Orange Sts., Media, PA 19063
Phone: (610) 891-5200 FAX: (610) 891-5203
E-mail: planning_department@co.delaware.pa.us

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LINDA F. HILL
DIRECTOR

January 20, 2016

NEC FUTURE
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York City, New York 10004

Dear Sir/Madam:

I am writing to comment on the Federal Railroad Administration's Draft Environmental Impact Statement (DEIS) for the Northeast Corridor (NEC) Future project.

As it relates to Delaware County, Pennsylvania, the DEIS proposes the following:

- Alternative 2 serving Philadelphia International Airport, bisecting John Heinz National Wildlife Refuge. The majority of the Airport and the Refuge are in Delaware County.
- Alternative 3 serving Philadelphia International Airport (without affecting Heinz Refuge) and Jefferson Station supplementing service to 30th Street Station
- A new regional rail station at Baldwin, Delaware County with highway access to the NEC.

Delaware County supports the proposed direct service to Philadelphia International Airport from the south, especially if it allows regional rail service to use the new lines. SEPTA regional rail stations in Delaware County and Delaware State on the NEC do not have direct Airport service. Riders from the south must take trains on the Wilmington/Newark line to University City station in Philadelphia and transfer to an Airport train to come back out to the Airport.

The County requests that FRA and Amtrak designate Chester, Pennsylvania as a Hub station providing inter-city service. Chester is a city of 34,000 people with excellent highway access and regional rail and bus service. It has major institutions and businesses such as Widener University, Crozer Chester Medical

Center, Harrah's Casino and Racetrack, the Wharf at Rivertown (Class A office space in a former power plant), Talen Energy Stadium (home of Major League Soccer's Union team), and Kimberly Clark paper mill. The City was served by Amtrak's Chesapeake train from 1978 to 1983 and has desired Amtrak service since then for Chester residents, institutions, and businesses.

Reestablishing Amtrak service would align with the City's *Comprehensive Plan – Vision 2020* by moving the City forward by assisting with economic development and contributing to alternative transportation options. Chester currently is undertaking a project to enhance the pedestrian experience and vehicular connections to the Chester Transportation Center (CTC), the train station in the business district. In *Delaware County 2035, the Land Use Policy Framework Plan,* Chester is classified as an Urbanized Center. A Chester Hub station would be consistent with the land use policy "Support urban revitalization
initiatives that improve transit connections and encourage transit-oriented development."

Providing Amtrak service to Chester at the CTC is consistent with the DEIS goal (on page 3-16) to complement local efforts to promote transit-oriented development. Service to Chester is consistent with the Northeast Corridor Commission's goal (see page 1-6 of DEIS) to enhance the integration between transportation investments and local development in corridor communities. Recent studies, including Econsult Solutions' *The Chester Transportation Center & Economic Development – Action Plan* and the Delaware Valley Regional Planning Commission's *Chester City Amtrak Service,* were done to revitalize the Chester business district by utilizing the value of the CTC supplemented with Amtrak service. The CTC is served by seven SEPTA bus routes and other shuttles and taxis.

The County supports the proposal for a Baldwin regional rail station. This station could have direct access to and from I-95 and, with a large parking facility, provide a means for automobile commuters into downtown Philadelphia to park here and take a SEPTA regional rail train into Philadelphia. A station and parking lot here will assist with I-95 construction mitigation in South Philadelphia when that construction occurs. There currently are no stations adjacent to the NEC and I-95 in Delaware County with large park and ride lots to serve this function.

If you have any questions, please contact Thomas P. Shaffer, Manager of Transportation Planning. He can be reached at (610) 891-5217 or shaffert@co.delaware.pa.us.

Very truly yours,

Linda F. Hill
Director

cc: Latifah Griffin, Planning Director, City of Chester
Byron Comati, Director, Strategic Planning and Analysis, SEPTA

NEC DEIS Comments - RECORD #1982 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Anna-Lee

Last Name : Delayo

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

Regards,

Anna-Lee Delayo

NEC DEIS Comments - RECORD #275 DETAIL

Status : [redacted]

Record Date : 1/25/2016

First Name : Gennaro

Last Name : DeLena

Stakeholder Comments/Issues :

There needs to be the maximum commitment to rail in the NE corridor. As a user for over forty years I am appalled at the deteriorating condition of rail service. As a retired manager at PHL airport I can tell you that expanded rail service will also ease the burden on major NE airports by providing a fast and reliable alternative to inefficient short haul flights

NEC DEIS Comments - RECORD #1980 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Siciliana

Last Name : Delgafo

Stakeholder Comments/Issues :

I stand my opposition against NEC Alternative 1. Please do not ruin the beautiful history and natural surroundings of Old Lyme, CT, along with its historic art college, Lyme Academy College of Fine Arts. Thank You!

NEC DEIS Comments - RECORD #259 DETAIL

Status : [redacted]

Record Date : 1/24/2016

First Name : Charles

Last Name : Delinks

Stakeholder Comments/Issues :

Ridiculous!

Fix I95 and every other piece of existing vital infrastructure first, then reduce our taxes.

I don't care how much V.P. Biden or Gov. Malloy love riding on trains.

Will ticket sales pay for this?? Ha!!

Our country is $19 Trillion in debt!!!!!

NEC DEIS Comments - RECORD #128 DETAIL

Status : [redacted]

Record Date : 1/10/2016

First Name : Robin

Last Name : Delk

Stakeholder Comments/Issues :

One way to provide better rail service is to enclose the system in see-through plastics and acrylics. Enclosures will prevent weather related delays and track maintenance cost. Drainage systems can also serve as aquifers to transport water and snow-melt to depleted reservoirs and photovoltaics can line the tops to provide electric backup reserves. The system will run quiet and any air pollution can be captured by the ventilation system and treated prior to release or reuse.

NEC DEIS Comments - RECORD #1694 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : geraldine

Last Name : DeLopez

Stakeholder Comments/Issues :

Adamantly opposed to alternative 1. One of the last beautiful places on earth!!!!!

NEC DEIS Comments - RECORD #2978 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Joe

Last Name : DeMarco

Stakeholder Comments/Issues :

Please do not put the line through the Lyme school! Our future should not be to the detriment of our history!

Okay. Since we haven't had you sign up, when you get up to the microphone, just make sure you give your name clearly and your affiliation, if you have one, and we'll be able to note that.

MR. DeMASI: Frank DeMasi, and I'm President of the Association for Public Transportation here in Boston. We're a non-profit and advocate for transportation.

I would like to comment on Alternative 3. Alternative 3 does go to the extent of high-speed rail, and it also adds quite a bit of new right-of-way.

What I find puzzling is that we don't include a north-south rail link through Boston. It's great to see us open up sectors in the western part of Massachusetts and to improve connections to New England that way, but in my mind, improving connections to New England would also include a coastal route. We already have the Downeaster established, but it stops at North Station.

We also have a lot of congestion in Boston because of the need to expand the facilities for maintenance and maintaining the equipment on the ground. A north-south rail link would alleviate at least some of the MBTA's need for space where Amtrak now does the facilities maintenance. So it might also be a good idea to create a north-south rail link, not only for the benefit of the MBTA and northern New England, but to reduce the congestion here in the Boston section.

There's also a move now to improve North and South Stations, but as dead-end terminals. So we would love to see the FRA and proponents for NEC take a positive position on using those funds to, rather than improve just as a band-aid some of the congestion issues at those two terminals, actually make the link between them, which would reduce the environmental impacts in the land use for rail uses and open up development.

Thank you very much.

MS. SIEGEL: Thank you very much. Thank you, Frank.

Does anyone else have anything they would like to say? (No response) And if you choose not to speak in this public forum, there's also the opportunity to make remarks to a private stenographer, or certainly, as Rebecca indicated, send in e-mails or fill out a comment card or go to the website.

If I see no further hands, what I will do is I will close the hearing. We will reopen again at 6:30 with another presentation, but if someone -- if we see that there are several people signing up to speak, we have the opportunity to reopen sooner than that. So -- oh, it's at 6:00. Sorry. The hearing will reopen at 6:00. Thank you. But if we see a cry

NEC DEIS Comments - RECORD #766 DETAIL

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

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

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

Dear Ms. Braegelmann:

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

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

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

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. _/Feasible and less destructive alternatives exist./_

Please choose an alternate that does not disturb a national and beloved

treasure for birds and people.

Sincerely,

/Regards -- Don Dement//
//[redacted]
//[redacted]
//==========/

NEC DEIS Comments - RECORD #135 DETAIL

Status : [redacted]
Record Date : 1/11/2016
First Name : Tammy
Last Name : Leigh DeMent
Stakeholder Comments/Issues :

An aspect of the NEC that is often overlooked is the condition of the landscape surrounding a rail corridor, especially as it enters major cities through old manufacturing corridors. Historically manufacturers, warehouses, transfer companies, etc. built facilities next to rail corridors. With the decline of these industries in cities these properties have been abandoned or at best have fallen into disrepair. This creates a modern day visual experience of blight that does not represent all of the great things happening in cities that are going through transformations. A prime example of this is Philadelphia. The approach to Philadelphia, especially through North Philadelphia, does not represent the upswing of investment, population, and environmental improvements the city is experiencing. Visually the NEC through Philadelphia might dissuade investors; the view out the window is still one of abandoned buildings and vacant property, giving the perception that the city is in a decline. The truth is that the city is more vibrant than ever, with an increase in population and experiencing a building boom.

In the Tier 1 draft, chapter 1.3.3 references the importance of economic growth, community development, and energy & environment. Is there an opportunity within the NEC Future's scope to address visual blight and work in partnership to improve and invest in the visual experience of commuters, tourists, business people, etc. ?

Thanks for your consideration,
Tammy Leigh DeMent

TAMMY LEIGH DEMENT |Associate Director, Civic Landscapes
PHS | Pennsylvania Horticultural Society
100 N. 20th Street - 5th Floor | Philadelphia, PA 19103-1495
p: 215.988.8870
Our Website has a new look! Visit phsonline.org<http://phsonline.org/> and theflowershow.com<http://theflowershow.com/>.

NEC DEIS Comments - RECORD #176 DETAIL

Status : [redacted]
Record Date : 1/14/2016
First Name : Tammy
Last Name : Leigh DeMent
Stakeholder Comments/Issues :

My name is Tammy Leigh DeMent, and I work for the Pennsylvania Horticultural Society (PHS). I am reaching out to you regarding one of PHS's programs called the Civic Landscape Initiative<http://phsonline.org/programs/civic-landscapes>, specifically one of our target areas - The North East Corridor as it travels through Philadelphia. As I read through the NEC Future Tier 1 Draft EIS, I think there may be some synergy with PHS's CLI initiative goals.

I am in the process of putting together a stakeholder meeting to address Philadelphia's NEC visual blight along the corridor. Meeting invitees include representatives of City Council, Amtrak, SEPTA, various cultural institutions, and landowners and integral city agencies along the NEC as it runs through Philadelphia.

I would like to invite an appropriate representative of the NEC Future team. Might you suggest someone for me to speak with?

Regards,
Tammy Leigh

TAMMY LEIGH DEMENT |Associate Director, Civic Landscapes
PHS | Pennsylvania Horticultural Society
100 N. 20th Street - 5th Floor | Philadelphia, PA 19103-1495
p: 215.988.8870
Our Website has a new look! Visit phsonline.org<http://phsonline.org/> and theflowershow.com<http://theflowershow.com/>.

NEC DEIS Comments - RECORD #2598 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Michelle

Last Name : Demery

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1844 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Elizabeth

Last Name : Dempsey

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1509 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Stephanie

Last Name : Denkowicz

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 which would build a new rail bridge between the existing rail bridge and the Baldwin Bridge (I95). The tracks in this location would destroy the historic and exceptionally lovely town of Old Lyme.

NEC DEIS Comments - RECORD #1505 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : LAWRENCE

Last Name : DENORIO

Stakeholder Comments/Issues :

how will these towns be affected, please be specific, and will this create new long term jobs in CT

NEC DEIS Comments - RECORD #2708 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Roberta

Last Name : Denya

Stakeholder Comments/Issues :

Why is the government so anxious to spend money, ruin property values, destroy the environment, all in the name of speed? Oh wait, that's right, because it's all about them! Another example of not giving one hoot what the PEOPLE want. Or deserve.

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Phone Number (609) 292-3600
FAX NUMBER (609) 292-1921

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

January 20, 2016

Ms. Rebecca Reyes-Alicia, Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

**RE: Federal Railroad Administration - Northeast Corridor (NEC)
Future Rail Line Improvement Project Including
Trenton, Mercer County to Newark, Essex County
Comments on the FRANEPA Tier 1 Environmental Impact Statement**

Dear Ms. Reyes-Alicia:

The New Jersey Department of Environmental Protection's (Department) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, the Federal Railroad Administration (FRA) National Environmental Policy Act (NEPA) required Tier 1 Draft Environmental Impact Statement (EIS) for proposed improvements to the rail lines of the Northeast Corridor through New Jersey between Philadelphia and New York City. The Department offers the following comments for your consideration:

Natural Resources -

In order for the NJ Division of Fish & Wildlife (DFW) to fully assess any potential impacts to plants, fish, and wildlife, please forward the GIS shape files for the any potential impact areas in New Jersey. The Department is concerned that any Green Acres encumbered land may not be fully represented in the Draft EIS and that some State owned lands may be impacted. A pre-application meeting at the NJDEP to discuss these issues would be helpful in resolving these questions. If you have any additional questions, please do not hesitate to call Robin Madden, Assistant Commissioner's Office, Natural & Historic Resources at Robin.Madden@dep.nj.gov or (609) 292-5990.

Historic and Cultural Resources:

The State Historic Preservation Office (HPO) is required to review any project affects to historic and archaeological resources as this project is subject to a NEPA regulatory review which considers effects to cultural resources. The Federal Railroad Administration (FRA) shall continue its' consult with the Historic Preservation Office and any other consulting parties pursuant to Section 106 of the National Historic Preservation Act, and it's implementing regulations, to identify if the proposed NEC Future project area contains any historic properties, and if so, provide an assessment of effects. The HPO looks forward to, additional consultation with the FRA pursuant to Section 106 to better understand the project, alternatives, and NEC Future location(s) to provide informed comment to both the FRA and the Department as well as to develop a Programmatic Agreement.

NJ HPO's cultural resources GIS data is available via NJ Geoweb or direct download at NJ DEP's Statewide Digital Data Downloads. Please also provide GIS shape files to Patty Chrisman (609-984-0850), NJ Transit Historic Preservation Specialist, Historic Preservation Office at the NJ Department of Environmental Protection, Mail Code

501-04B, P.O. Box 420, Trenton, NJ 08625-0420 or via email at Patty.Chrisman@dep.nj.gov . If you have any additional comments, please also contact Vincent Maresca at (609) 633-2395 or vincent.maresca@dep.nj.gov

Thank you again for providing the HPO with the opportunity for review and comment on the potential for this proposed NEC Future undertaking to affect historic and archaeological properties. Please reference the HPO project number assigned to this project (HPO-A2016-200; Log#16-0581-1 & 2), in any future calls, emails, submissions, or written correspondence to help expedite your review and response.

Land Use:

We have reviewed the "Tier 1 Draft EIS", dated November 2015, prepared for the NEC Rail Improvement Program. The EIS addresses the entire NEC Rail Improvement project from Boston to Washington D.C.

It is reasonable to expect that in NJ, the project will require an Individual Freshwater Wetlands Permit (N.J.S.A. 13:9B), a Flood Hazard Area Permit (N.J.S.A. 58:16A) and a Waterfront Development Permit (N.J.S.A 12:5-3).

Three alternative alignments were considered for the overall project. The EIS did not discuss the alternative alignments in NJ in the regulatory context of avoiding wetland or State open water impacts. The regulatory standard for Freshwater Wetland Individual Permits requires a rebuttal of the presumption that an activity has an alternative that does not involve disturbances to freshwater wetlands or State open waters. Any discharge of fill material into more than 5 acres of wetlands would be considered a "major discharge", which is an activity that the Department must transmit to the USEPA for review in accordance with the Department's 1993 MOA with the USEPA regarding assumption of the Federal 404 program.

Mitigation is required pursuant to N.J.A.C. 7:7A-15 in order to compensate for disturbances to wetlands or State open waters authorized by an Individual Freshwater Wetlands Permit.

The project will be required to demonstrate compliance with the regulatory standards for a Flood Hazard Area Permit (N.J.A.C. 7:13) and a Waterfront Development Permit (N.J.A.C. 7:7). Riparian zone mitigation may be required pursuant to N.J.A.C. 7:13 for riparian zone impacts.

If you have any additional questions, please contact Christopher Jones, in the Bureau of Urban Regulation, Division of Land Use Regulation at 609-633-6757.

Site Remediation

The NEPA Tier I Draft EIS for the proposed Federal Railroad Administration's (FRA) Northeast Corridor (NEC) is broad and programmatic in nature, the information required by decision-makers includes "big picture" constraints and opportunities. The Site Remediation Program does not have any specific comments on this draft Document at this time. For future assessments, the FRA should be aware of New Jersey's LSRP program http://www.nj.gov/dep/srp/ and specifically the Site Remediation Program Guidance for Linear Construction Projects http://www.nj.gov/dep/srp/guidance/srra/lc_guidance.pdf. If you have any additional questions, please contact Stephen E. Maybury, Chief, Bureau of Case Management at 609-633-1455.

Stormwater Management

We have reviewed the hydrologic/Water Resources section of the attached Draft EIS for the Northeast Corridor Improvement Project. Based on the information provided the only permits that would be required for this project would be for construction related dewater and I have attached a guidance document detailing information on the types of permits issued by the Bureau. Based on the length of the proposed project and the fact that it will cross various counties and municipalities the applicant would be required to submit an application of some sort for each municipality unless group of municipalities if the dewatering will occur within an area up to three miles on a side. If you have any additional questions, please contact Ken Komar at (609) 633-7021.

Air Mobile Sources

The Bureau of Mobile Sources has reviewed this project and finds no long term diesel impacts due to the extensive if not exclusive use of electrified systems on the NEC within New Jersey. During the construction phase, however, there are likely to be short term diesel impacts due to the use of diesel powered equipment, especially if one of the more ambitions alternatives is chosen. While there is some mention of standard mitigation procedures during construction in the plan, please refer to the following recommendations:

Diesel exhaust contributes the highest cancer risk of all air toxics in New Jersey and is a major source of NOx within the state. Therefore, NJ DEP recommends that construction projects involving non-road diesel construction equipment operating in a small geographic area over an extended period of time implement the following measures to minimize the impact of diesel exhaust:

1. All on-road vehicles and non-road construction equipment operating at, or visiting, the construction site shall comply with the three minute idling limit, pursuant to N.J.A.C. 7:27-14 and N.J.A.C. 7:27-15. Consider purchasing "No Idling" signs to post at the site to remind contractors to comply with the idling limits. Signs are available for purchase from the Bureau of Mobile Sources at 609/292-7953 or http://www.stopthesoot.org/sts-no-idle-sign.htm.

2. All non-road diesel construction equipment greater than 100 horsepower used on the project for more than ten days should have engines that meet the USEPA Tier 4 non-road emission standards, or the best available emission control technology that is technologically feasible for that application and is verified by the USEPA or the CARB as a diesel emission control strategy for reducing particulate matter and/or NOx emissions.

3. All on-road diesel vehicles used to haul materials or traveling to and from the construction site should use designated truck routes that are designed to minimize impacts on residential areas and sensitive receptors such as hospitals, schools, daycare facilities, senior citizen housing, and convalescent facilities

If you have any questions, please contact Jeff Cantor at (609) 292-2232.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on the Natural Resources Review for the proposed project. Please contact me at the above number if you require additional information.

Sincerely,

Ruth W. Foster, PhD., P.G., Acting Director
Permit Coordination and Environmental Review

Enclosure

c. John Gray, NJDEP-Deputy Chief of Staff
Ken Komar, NJDEP-Stormwater
Patty Chrisman, NJDEP- NHRG SHPO
Robin Madden, NJDEP-NHRG
Judeth Yeany, NJDEP-Green Acres
Christopher Jones, NJDEP-Land Use
Kelly Davis, NJDEP NHRG F+W
Jeff Cantor, NJDEP-Air Mobile Sources
Angela Skowronek, NJDEP-Air Planning and Conformity
Steve Maybury, NJDEP-SRP

Bureau of Water Allocation & Well Permitting
Construction Related Dewatering Guidance

Various permits and approvals may be required for construction related dewatering activities from the Well Permitting and Water Allocation Permitting sections in the Bureau of Water Allocation and Well Permitting. Permits required are site and project specific.

Well Permitting

An approved Well Permit is required for dewatering wells or dewatering well points which are 25 feet or more in total depth or are 6 inches or more in borehole diameter. All drilling activity shall be performed and completed by a New Jersey licensed well driller of the proper class. N.J.A.C. 7:9D – 1.11(g) 5.

Water Allocation

If construction related water use (including trench dewatering) is required at rates exceeding 70 gallons per minute or greater pumping capacity from a single source or combination of sources in the same municipality then that activity would be regulated. Potential regulatory mechanisms include:

Diversion of more than 100,000 gallons of water per day (≥ 70 gpm) for less than 31 days in a consecutive 365 day period- Short Term Water Use Permit-by-Rule (BWA-003) /Short Term Water Use Report (BWA-004), N.J.A.C. 7:19 – 2.17(a).

Diversion of more than 100,000 gallons of water per day (≥ 70 gpm) from a confined area/space (coffer dam) – Dewatering Permit-by-Rule (BWA-005), N.J.A.C. 7:19 – 2.17(b).

Diversion of more than 100,000 gallons of water per day (≥ 70 gpm) for more than 30 days in a consecutive 365 day period – Temporary Dewatering Permit (BWA-002), N.J.A.C. 7:19 – 2.3.

Diversion of less than or equal to 100,000 gallons of water per day at pumping rates of more than 70 gpm or larger – Water Use Registration (DWR-188), N.J.A.C. 7:19 – 2.18.

In addition –

Horizontal directional drilling – as this is part of the pipeline construction it would be included within the scope of the applicable regulatory mechanism for the project.

Pipeline pressure testing – water used for pressure testing pipeline segments has historically been done under a Short Term Water Use Permit-by-Rule (BWA-003)/Short Term Water Use Report (BWA-004), N.J.A.C. 7:19 –2.17(a).

Applicability – If the project is located in close proximity to a salt water body (ocean, bay, coastal river, salt water marsh) the native ground water and water in the adjacent water body should be checked for: chlorides and salinity. Water Allocation Permitting does not apply to diversions of salt water except where the Department determines that the diversion and the resultant usage may affect utilization of fresh water in accordance with N.J.A.C. 7:19 –1.4(a)2. Salt water is defined as water containing a chloride concentration in excess of 10,000 mg/L. N.J.A.C. 7:19-1.3

For additional information see – www.nj.gov/dep/watersupply

or contact – Bureau of Water Allocation and Well Permitting
Mail Code 401-04Q
P.O. Box 420
Trenton, New Jersey 08625-0420
(609)984-6831

NEC DEIS Comments - RECORD #781 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Margaret Jane

Last Name : DeRisio

Stakeholder Comments/Issues :

Stop Alternative One through Old Lyme.
Extend the comment period by at least 6 months

MJ DeRisio
Old Lyme, CT

NEC DEIS Comments - RECORD #773 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Margaret J.

Last Name : DeRisio

Stakeholder Comments/Issues :

Alternative One will adversely impact Old Lyme by:

_ cutting through our Historical District

_ permanently alter our open spaces, conservation land wetlands, and natural habitats

_ destroy our Art College, and K-12 school campuses

_impose hardships on property owners and negatively impact the Town's tax base

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Stéphane De Roche. And I apologize in advance for anyone's name that I mispronounce. You can correct it when you come up.

STÉPHANE DE ROCHE: I might not be able to do it in three minutes.

RUBY SEIGEL: Well, I'll be lenient with you. Let's see. How much time do you need? Five?

STÉPHANE DE ROCHE: At least five. Yes.

RUBY SEIGEL: All right. You got five. Come on up.

STÉPHANE DE ROCHE: Up here or there?

RUBY SEIGEL: All right. Stéphane, just introduce yourself.

STÉPHANE DE ROCHE: Well, my name is Stéphane De Roche. I'm on behalf of the American Institute for Electric Transportation and Graviton Dynamics, Incorporated.

The project is really much -- very much needed. And I think in order to avoid future

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expansion, we should look at the project again from a very holistic perspective. This one like, for example, you can hear my accent. In New York, for example, we can't connect to another country from another country. I would like it to make a provision to go all the way to Montreal. And then from -- from Virginia all the way south.

You know, I think United States is developing very, very fast, and we need to cover at least the East Coast.

Where I come from for example, with my project, I'm an inventor as well. I invented an electric train for the state of Delaware where the train itself becoming great. All the last eight, ten years, I was struggling because my project are not welcome because it needs a lot of explanation. And I say in five minutes, I cannot tell you how is my technologies working.

But the train which I advocate for for the state of Delaware, state of Delaware does

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not have artery like other states. I consider this project as an artery, and we need to have veins and capillaries to join it. And without it, we don't have a full, successful project.

This is how I see it. For the state of Delaware, I have a map how I also connect with Wilmington and with D.C. So this is where I come from, and I would like to see -- like if

somebody want to participate with me or try to form a consortium to welcome the issue, because my project is not for the state of Delaware only. It can work in any state in the United States, among the 50 states. And thank you very much.

RUBY SEIGEL: Well, thank you very much. That was -- that was good. Thank you.

Is there anyone else who --

STÉPHANE DE ROCHE: Can I make comment on the gentleman?

RUBY SEIGEL: Of course, you can. Come on up.

STÉPHANE DE ROCHE: My name again, Stéphane De Roche.

Our economy is fundamentally based on oil. As long we think this mentality that our life is intertwined with oil, we will not progress.

Now, with that environment, with the

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greenhouse gases, we have a target. We have to achieve it.

So another way, we go back to the holistic approach. How can we reconcile the two things? For me, having diesel, oil or anything that power train is not a solution.

Now, with the type of train I'm proposing, we don't have even cables. We don't -- we are almost wireless all the way. I mean, this is the technology what I'm proposing to substitute an old and dying regime.

I'm sorry that Amtrak need to be to -- continue the business they are doing, but allow the new technology to emerge. We are not fighting with Amtrak. We are a newcomer on the block.

In our type of a train, actually we don't interact with Amtrak. And I think I do believe that the freight in the United States is the nerve of commerce. So we need to leave them alone. If we are trying to bring passenger

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train, we should never interact with them. With any freight. And that was save accident, pollution, and other things till they modernize.

We give them the chance to modernize at the same time we need our chance the new technology to emerge and not to be pushed down. That's how I see it, because the technology is so beautiful in a way that -- can you imagine that you're riding a train and you don't see any cable? And everything is wireless, and you are completely comfortable, having your cup of coffee, using your work, your laptop, and everything is available on the same train.

So, like I said, I am in favor of a complete modernization of the system and leaving Amtrak the way they are and the freight as they

are. We should not even pass near them. We should be far away from them as much as possible, and that's my approach.

Thank you.

RUBY SEIGEL: Thank you. Okay. Is

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there anybody else who would like to make a comment?

Okay. So at this point I'm going to close the public comment portion of this hearing.

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

NEC FUTURE

(1) You need two stations - west and east side in Manhattan.

(2) What is the impact of a La Guardia Airport entrance on the NEC.

Name: Tony DeSantis

Address:

Email: tonydesantis@[redacted]

www.necfuture.com

NEC FUTURE

Comment Card

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

Thank you for your interest and input!

NEC FUTURE

Place Stamp Here

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

NEC DEIS Comments - RECORD #2753 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Ann

Last Name : de Selding

Stakeholder Comments/Issues :

Alternative 1 would totally decimate the town of Old Lyme, leveling a critical blow to one of the finest arts communities in the country. The citizens of CT will pay far too heavy a price for little to no gain, as will the citizens of East Lyme and the environment.

NEC DEIS Comments - RECORD #2637 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Elizabeth

Last Name : Desi

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I think you should consider other options that won't destroy this phenomenal educational community, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. Please consider other options that will not have such an impact on this very special community.

NEC DEIS Comments - RECORD #887 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Elene

Last Name : Desillier

Stakeholder Comments/Issues :

The environmental and economical impact of Tier 1 would be devastating for the town of Old Lyme. Maintain the rail infrastructure that is already in place.
Drop Tier 1 from NEC plan.

NEC DEIS Comments - RECORD #123 DETAIL

Status : [redacted]

Record Date : 1/7/2016

First Name : Bob

Last Name : DeSimone

Stakeholder Comments/Issues :

Go with alternative 3!

NEC DEIS Comments - RECORD #3062 DETAIL

Status : [redacted]

Record Date : 2/17/2016

First Name : Zack

Last Name : DesJardins

Stakeholder Comments/Issues :

Please see attached PDF. I also used the website because I could not load graphics.

Zack DesJardins

Attachments : NEC Public comment.pdf (178 kb)

Public comment on NEC plan

Frankly, this study is thoroughly disappointing. Amtrak already plans to beat some of the projected travel times by spending 97.7% less than FRA proposed. Unusually, ***doing nothing*** is the most profitable option while investing billions more money generates lower returns. Profits are important because they will finance most of the NEC's improvements. There are numerous unnecessary costs. Even if by some miracle, the most expensive option was selected, ridership would increase marginally compared to the alternatives and doing nothing.

First, Amtrak will achieve some of the results of Alternative 1 and 2 with its new Acela II high speed trainsets. The Amtrak request for proposal states that these trains will travel between New York and Washington in 2 hours, 21 minutes. For $116-121 billion, Alternative 2 will achieve 2 hours, 26 minutes or five minutes SLOWER than what Amtrak already plans to do for $2.7 billion.

Second, I wanted to highlight that the operating profit for the no build option or *doing nothing* is higher than all of the alternatives and double the most expensive alternative. In your study, *doing nothing* will yield the greatest return on investment. *Doing nothing* actually doubles Amtrak's 2014 profit on the Northeast Corridor to $975 million while the most expensive alternative—$252-293 billion—generates a profit only 16% more than Amtrak earns today.

Profit (millions)					
	Amtrak 2014	Doing nothing	Alternative 1	Alternative 2	Alternative 3
Revenue	$1.229	$1.895	$2.065	$2.525	$2.740
Cost	$0.744	$0.920	$1.220	$1.850	$2.165
Profit	$0.485	**$0.975**	$0.845	$0.675	**$0.575**

Source: 9.Evaluation of Alternatives.pdf (pdf page 43)

In addition, the average profit per passenger goes down despite more riders. Again, despite investing $252-293 billion for Alternative 3, the average profit per passenger drops by 283% compared to 2014 and even more compared to *doing nothing*.

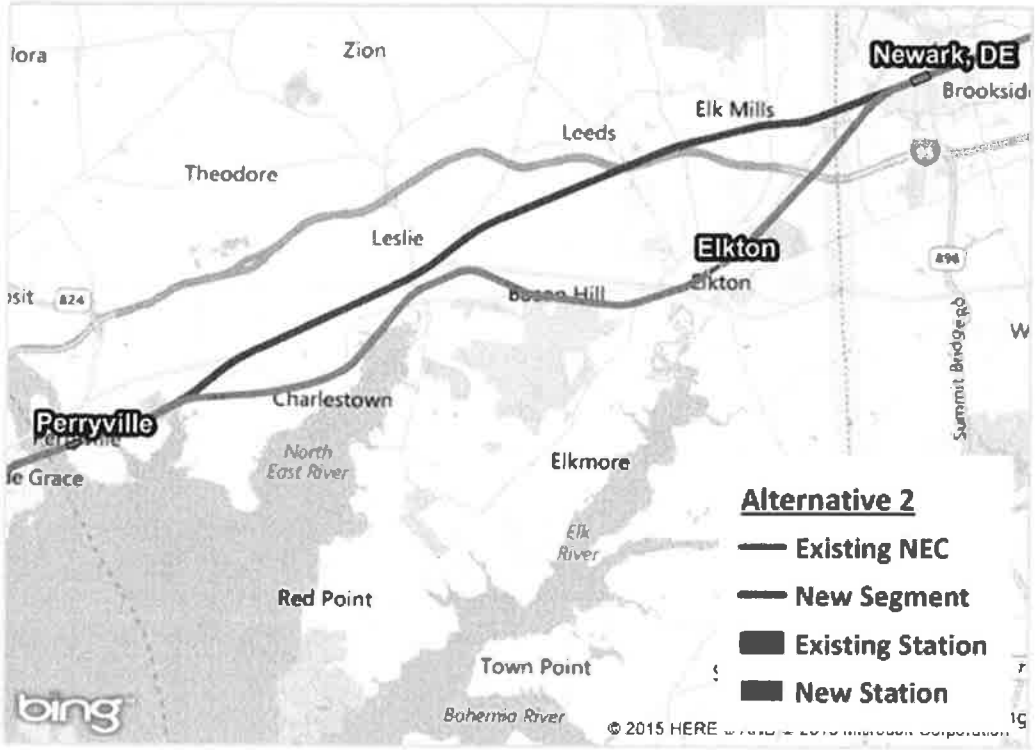
Profit per passenger goes down despite increased ridership					
	2014	Doing nothing	Alternative 1	Alternative 2	Alternative 3
Average Profit per passenger	$41.81	$50.52	$25.07	$18.19	$14.74

Source: 9.Evaluation of Alternatives.pdf

Third, operating profit is important because Amtrak, the owner of most of the Northeast Corridor, has stated that those profits will be the key funding source for infrastructure upgrades. In fact, Congress agreed when it wrote in the *FAST Act* that Amtrak should break out its operating profits for the Northeast Corridor to do exactly that. By comparing profits to infrastructure costs, it will take about 20 years for operating profits to pay off capital costs for

doing nothing, 62 years for Alternative 1, 172 years for Alternative 2 and 438 years for Alternative 3. Those years exclude the cost of interest and used the lowest capital cost estimates so those years are lower than expected.

Fourth, this study has numerous unnecessary costs. One example in Alternative 2 calls for realigning track between Perryville, MD and Newark, DE. The rationale for straightening track is to increase speed and reduce travel time. In Alternative 2, trains will travel a maximum of 160 mph. However in 2012, Amtrak has tested its Acela train at 165 mph on this exact track and the only barrier to traveling at 160 mph today are the old overhead wires (catenary). Replacing those wires on this track would cost about $400-500 million. Even though trains have been tested at 160 mph on this track, Alternative 2 would spend billions to achieve a result we could get for millions.



Source: 4. Alternatives Considered.pdf (pdf page 72 Figure 14-4)

Other unnecessary costs include a downtown Baltimore station and tunnel which Amtrak has expressly rejected, a tunnel under the Long Island Sound, a tunnel paralleling an existing, underused tunnel in downtown Philadelphia, a route through rural inland Connecticut to connect cities which have little travel demand between them, a tunnel under New York City's Upper East Side which home to two of the most expansive tunnels ever built, a new station at Philadelphia Airport which already has an airport rail station, and many of the new routes skip some of the fastest existing track in Rhode Island and Massachusetts.

Fifth, billions more in infrastructure costs generates comparatively little additional ridership. For $19.9 billion to *do nothing*, intercity ridership increases by one third. For $52-54 billion under Alterative 1, intercity ridership increases by about half compared to *doing nothing* and the

number of commuters increases by about 12%. For $116-121 billion under Alternative 2, intercity ridership rises 9% more than Alternative and commuters rise by 3%. For $252-293 billion, intercity passengers rise a mere 5% compared to Alternative 2 and commuters rise by 9%.

Ridership (millions)					
	2014	Do nothing	Alternative 1	Alternative 2	Alternative 3
Intercity passengers	11.6	19.3	33.7	37.1	39.0
Commuter passengers	NA	419.8	474.5	495.4	545.5
Total	101.6	439.1	508.2	532.5	584.5

Finally, below is a chart which manages to combine what the report does **not**, lay out profits, infrastructure cost and ridership to help the layman easily compare benefits to costs. While faster trains, increased capacity and additional infrastructure are vital for the Northeast Corridor, poorly done studies such as these undermine the case for those dearly needed improvements.

Combined chart					
	2014	Do nothing	Alternative 1	Alternative 2	Alternative 3
Revenue	$1,229,000,000	$1,895,000,000	$2,065,000,000	$2,525,000,000	$2,740,000,000
Cost	$744,000,000	$920,000,000	$1,220,000,000	$1,850,000,000	$2,165,000,000
Profit	$485,000,000	**$975,000,000**	$845,000,000	$675,000,000	**$575,000,000**
Avg Profit per passenger	$42	$51	$25	$18	$15
Infrastructure cost		$19,900,000,000	$52,000,000,000– 54,000,000,000	$116,000,000,000– $121,000,000,000	$252,000,000,000– $293,000,000,000
Trainset cost			$3,000,000,000	$5,000,000,000	$6,000,000,000
Intercity passengers	11,600,000	19,300,000	33,700,000	37,100,000	39,000,000
Commuter passengers	NA	419,800,000	474,500,000	495,400,000	545,500,000
Total	11,600,000	439,100,000	508,200,000	532,500,000	584,500,000

Public comment on NEC plan

Frankly, this study is thoroughly disappointing. Amtrak already plans to beat some of the projected travel times by spending 97.7% less than FRA proposed. Unusually, ***doing nothing*** is the most profitable option while investing billions more money generates lower returns. Profits are important because they will finance most of the NEC's improvements. There are numerous unnecessary costs. Even if by some miracle, the most expensive option was selected, ridership would increase marginally compared to the alternatives and doing nothing.

First, Amtrak will achieve some of the results of Alternative 1 and 2 with its new Acela II high speed trainsets. The Amtrak request for proposal states that these trains will travel between New York and Washington in 2 hours, 21 minutes. For $116-121 billion, Alternative 2 will achieve 2 hours, 26 minutes or five minutes SLOWER than what Amtrak already plans to do for $2.7 billion.

Second, I wanted to highlight that the operating profit for the no build option or *doing nothing* is higher than all of the alternatives and double the most expensive alternative. In your study, *doing nothing* will yield the greatest return on investment. *Doing nothing* actually doubles Amtrak's 2014 profit on the Northeast Corridor to $975 million while the most expensive alternative—$252-293 billion—generates a profit only 16% more than Amtrak earns today.

Profit (millions)					
	Amtrak 2014	Doing nothing	Alternative 1	Alternative 2	Alternative 3
Revenue	$1.229	$1.895	$2.065	$2.525	$2.740
Cost	$0.744	$0.920	$1.220	$1.850	$2.165
Profit	$0.485	**$0.975**	$0.845	$0.675	**$0.575**

Source: 9.Evaluation of Alternatives.pdf (pdf page 43)

In addition, the average profit per passenger goes down despite more riders. Again, despite investing $252-293 billion for Alternative 3, the average profit per passenger drops by 283% compared to 2014 and even more compared to *doing nothing*.

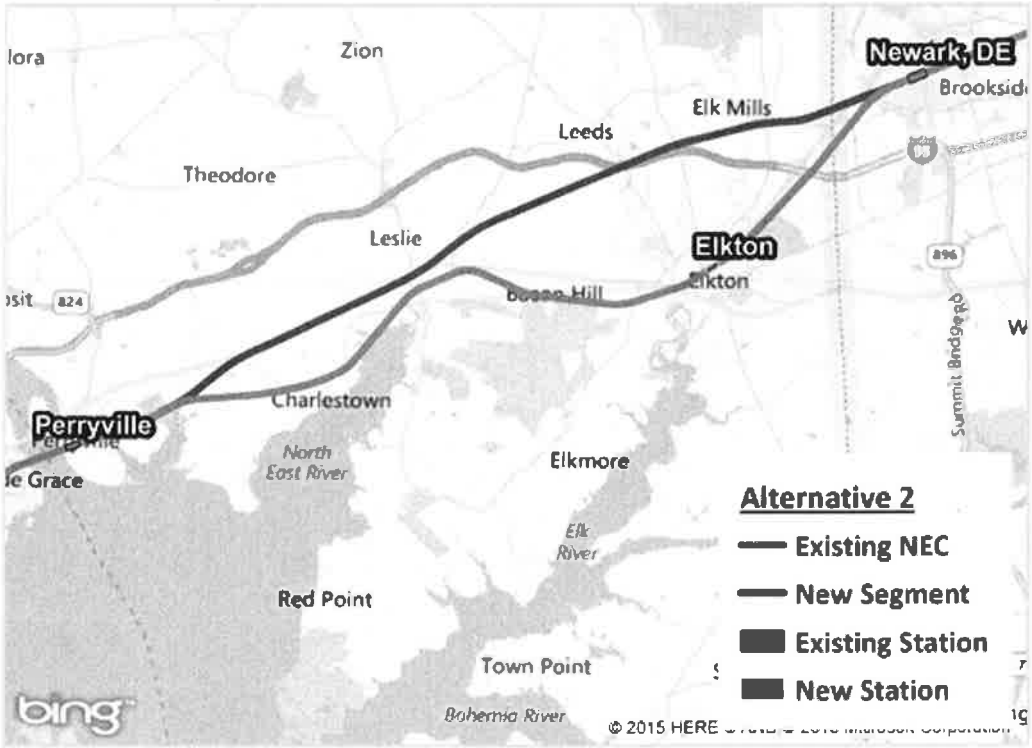
Profit per passenger goes down despite increased ridership					
	2014	Doing nothing	Alternative 1	Alternative 2	Alternative 3
Average Profit per passenger	$41.81	$50.52	$25.07	$18.19	$14.74

Source: 9.Evaluation of Alternatives.pdf

Third, operating profit is important because Amtrak, the owner of most of the Northeast Corridor, has stated that those profits will be the key funding source for infrastructure upgrades. In fact, Congress agreed when it wrote in the *FAST Act* that Amtrak should break out its operating profits for the Northeast Corridor to do exactly that. By comparing profits to infrastructure costs, it will take about 20 years for operating profits to pay off capital costs for

doing nothing, 62 years for Alternative 1, 172 years for Alternative 2 and 438 years for Alternative 3. Those years exclude the cost of interest and used the lowest capital cost estimates so those years are lower than expected.

Fourth, this study has numerous unnecessary costs. One example in Alternative 2 calls for realigning track between Perryville, MD and Newark, DE. The rationale for straightening track is to increase speed and reduce travel time. In Alternative 2, trains will travel a maximum of 160 mph. However in 2012, Amtrak has tested its Acela train at 165 mph on this exact track and the only barrier to traveling at 160 mph today are the old overhead wires (catenary). Replacing those wires on this track would cost about $400-500 million. Even though trains have been tested at 160 mph on this track, Alternative 2 would spend billions to achieve a result we could get for millions.



Source: 4. Alternatives Considered.pdf (pdf page 72 Figure 14-4)

Other unnecessary costs include a downtown Baltimore station and tunnel which Amtrak has expressly rejected, a tunnel under the Long Island Sound, a tunnel paralleling an existing, underused tunnel in downtown Philadelphia, a route through rural inland Connecticut to connect cities which have little travel demand between them, a tunnel under New York City's Upper East Side which home to two of the most expansive tunnels ever built, a new station at Philadelphia Airport which already has an airport rail station, and many of the new routes skip some of the fastest existing track in Rhode Island and Massachusetts.

Fifth, billions more in infrastructure costs generates comparatively little additional ridership. For $19.9 billion to *do nothing*, intercity ridership increases by one third. For $52-54 billion under Alterative 1, intercity ridership increases by about half compared to *doing nothing* and the

number of commuters increases by about 12%. For $116-121 billion under Alternative 2, intercity ridership rises 9% more than Alternative and commuters rise by 3%. For $252-293 billion, intercity passengers rise a mere 5% compared to Alternative 2 and commuters rise by 9%.

Ridership (millions)					
	2014	Do nothing	Alternative 1	Alternative 2	Alternative 3
Intercity passengers	11.6	19.3	33.7	37.1	39.0
Commuter passengers	NA	419.8	474.5	495.4	545.5
Total	101.6	439.1	508.2	532.5	584.5

Finally, below is a chart which manages to combine what the report does **not**, lay out profits, infrastructure cost and ridership to help the layman easily compare benefits to costs. While faster trains, increased capacity and additional infrastructure are vital for the Northeast Corridor, poorly done studies such as these undermine the case for those dearly needed improvements.

Combined chart					
	2014	Do nothing	Alternative 1	Alternative 2	Alternative 3
Revenue	$1,229,000,000	$1,895,000,000	$2,065,000,000	$2,525,000,000	$2,740,000,000
Cost	$744,000,000	$920,000,000	$1,220,000,000	$1,850,000,000	$2,165,000,000
Profit	$485,000,000	**$975,000,000**	$845,000,000	$675,000,000	**$575,000,000**
Avg Profit per passenger	$42	$51	$25	$18	$15
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Commuter passengers	NA	419,800,000	474,500,000	495,400,000	545,500,000
Total	11,600,000	439,100,000	508,200,000	532,500,000	584,500,000

NEC DEIS Comments - RECORD #3048 DETAIL

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

Frankly, this study is thoroughly disappointing. Amtrak already plans to beat some of the projected travel times by spending 97.7% less than FRA proposed. Unusually, doing nothing is the most profitable option while investing billions more money generates lower returns. Profits are important because they will finance most of the NEC's improvements. There are numerous unnecessary costs. Even if by some miracle, the most expensive option was selected, ridership would increase marginally compared to the alternatives and doing nothing.

First, Amtrak will achieve some of the results of Alternative 1 and 2 with its new Acela II high speed trainsets. The Amtrak request for proposal states that these trains will travel between New York and Washington in 2 hours, 21 minutes. For $116-121 billion, Alternative 2 will achieve 2 hours, 26 minutes or five minutes SLOWER than what Amtrak already plans to do for $2.7 billion.

Second, I wanted to highlight that the operating profit for the no build option or doing nothing is higher than all of the alternatives and double the most expensive alternative. In your study, doing nothing will yield the greatest return on investment. Doing nothing actually doubles Amtrak's 2014 profit on the Northeast Corridor to $975 million while the most expensive alternative—$252-293 billion—generates a profit only 16% more than Amtrak earns today.

Profit (millions)
Amtrak 2014Doing nothingAlternative 1Alternative 2Alternative 3
Revenue$1.229 $1.895 $2.065 $2.525 $2.740
Cost $0.744 $0.920 $1.220 $1.850 $2.165
Profit$0.485 $0.975 $0.845 $0.675 $0.575
Source: 9.Evaluation of Alternatives.pdf (pdf page 43)

In addition, the average profit per passenger goes down despite more riders. Again, despite investing $252-293 billion for Alternative 3, the average profit per passenger drops by 283% compared to 2014 and even more compared to doing nothing.

Profit per passenger goes down despite increased ridership
2014Doing nothingAlternative 1Alternative 2Alternative 3
Average Profit per passenger$41.81 $50.52 $25.07 $18.19 $14.74
Source: 9.Evaluation of Alternatives.pdf

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capital costs for doing nothing, 62 years for Alternative 1, 172 years for Alternative 2 and 438 years for Alternative 3. Those years exclude the cost of interest and used the lowest capital cost estimates so those years are lower than expected.

Fourth, this study has numerous unnecessary costs. One example in Alternative 2 calls for realigning track between Perryville, MD and Newark, DE. The rationale for straightening track is to increase speed and reduce travel time. In Alternative 2, trains will travel a maximum of 160 mph. However in 2012, Amtrak has tested its Acela train at 165 mph on this exact track and the only barrier to traveling at 160 mph today are the old overhead wires (catenary). Replacing those wires on this track would cost about $400-500 million. Even though trains have been tested at 160 mph on this track, Alternative 2 would spend billions to achieve a result we could get for millions.

Source: 4. Alternatives Considered.pdf (pdf page 72 Figure 14-4)

Other unnecessary costs include a downtown Baltimore station and tunnel which Amtrak has expressly rejected, a tunnel under the Long Island Sound, a tunnel paralleling an existing, underused tunnel in downtown Philadelphia, a route through rural inland Connecticut to connect cities which have little travel demand between them, a tunnel under New York City's Upper East Side which home to two of the most expansive tunnels ever built, a new station at Philadelphia Airport which already has an airport rail station, and many of the new routes skip some of the fastest existing track in Rhode Island and Massachusetts.

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Ridership (millions)
2014Do nothingAlternative 1Alternative 2Alternative 3
Intercity passengers11.619.333.737.139.0
Commuter passengersNA419.8474.5495.4545.5
Total101.6439.1508.2532.5584.5

Finally, below is a chart which manages to combine what the report does not, lay out profits, infrastructure cost and ridership to help the layman easily compare benefits to costs. While faster trains, increased capacity and additional infrastructure are vital for the Northeast Corridor, poorly done studies such as these undermine the case for those dearly needed improvements.

Okay. Is there anyone else? Tony?

TONY DESTANTIS: Yes. Just want to make one comment.

RUBY SIEGEL: Just make sure that's -- Tony, hold on a second. Just make sure you get to the mike.

TONY DESTANTIS: I will get to the mike. Hi.

RUBY SIEGEL: There you --

TONY DESTANTIS: Tony DeSantis. I'm with the Delaware Valley Association of Rail

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Passengers in Philadelphia, DVARP.

One of the things that I would like to see happen is the connection between MARC and SEPTA through the -- this is why we need -- this is why we need a four-track crossing over the Susquehanna River. We need to have a two-tiered section. We need to have commuter rail going from Washington to New York through New Haven just as we need high-speed rail as well, because I really think that we need some cheap trains throughout the corridor. And that's my comment.

RUBY SIEGEL: Excellent. Thank you very much.

Is there any other first-time commenter in the audience? Okay. Seeing none, I'll -- Scott, would you like to make another comment?

NEC DEIS Comments - RECORD #495 DETAIL

Status : [redacted]

Record Date : 2/2/2016

First Name : Diane

Last Name : Deutermann

Stakeholder Comments/Issues :

We are vehemently opposed to the plan to run a high speed train through the heart of Old Lyme. We are a small historic community of museums, schools and colleges, and environmentally sensitive wetlands.

Guy and Diane Deutermann

NEC DEIS Comments - RECORD #1015 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name :

Last Name : Deutermann

Stakeholder Comments/Issues :

We are vehemently opposed to the plan to run train tracks through the village of Old Lyme CT.

NEC DEIS Comments - RECORD #395 DETAIL

Status : [redacted]

Record Date : 1/30/2016

First Name :

Last Name : Deutermann Family

Stakeholder Comments/Issues :

We are emphatically opposed to having a train run through the historic village of Old Lyme, CT.

NEC DEIS Comments - RECORD #1269 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Megan

Last Name : Devaney

Stakeholder Comments/Issues :

I oppose the building of a new railroad bridge over the ct river causing much change to old Lyme!

Name Mary Davins
Address [redacted]
City [redacted]

Date: 2/9/2016

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

RE: Federal Rail Administration NEC Draft Plans

To Whom It May Concern:

As a resident of the Town of Old Lyme, I am submitting testimony in opposition to the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement "Alternative 1" proposal. My concern lies in the fact that this proposal will significantly alter my livelihood and decimate my community.

Moving the Amtrak tracks inland through Old Lyme would have severe social and environmental impacts on our town. As "Alternative 1" currently stands, these impacts would include the potential for destruction of homes, businesses, and the Old Lyme Historic District (which includes our town hall, schools, library, art galleries, shops, homes, the Florence Griswold Museum, and the Lyme Academy of Fine Arts) and it would have significant environmental impacts such as additional pollution and the removal of wetlands, open space, and natural resources.

I therefore request that the proposed rail changes that affect Old Lyme be removed from 'Alternative 1' and I urge you to look at other solutions regarding improving the Northeast Corridor. Thank you.

Sincerely,

Mary Davins

Additional Comments:

CC: Congressman Joe Courtney, Senator Chris Murphy, Senator Richard Blumenthal, DOT Commissioner James Redeker

NEC DEIS Comments - RECORD #1242 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Mary

Last Name : Devins

Stakeholder Comments/Issues :

There is not doubt that the US needs efficient, effective and affordable public transportation. AMTRAK is the major rail corridor on the east coast and sorely needs improvement. To achieve that end, however, it is not necessary to eradicate an historic small town and the precious environmental infrastructure that we strived to maintain. AMTRAK lied about ACELA and its impact. Former Govenor Abe Ribicoff fought to keep the lower CT river valley pristine to be considered national resource and treasure. There must be other alternatives to improve transportation on the northeast corridor with less devastating impact on towns and the environment.

NEC DEIS Comments - RECORD #1966 DETAIL

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

You cannot interfer with the river's bird santuary. You can not interfer with the historical facilites. The struggle is very difficult. The railroad will need to develop into space North of route 95. Each inch in A A Land preserves is sacred. Do not touch it...do not think about it.
Yes we love your, our railboard. But keep it in its place...away from the three art reservations in existence.
The river is sacred. The highway leads through the hilly farmlands of connecticut...

NEC DEIS Comments - RECORD #92 DETAIL

Status : [redacted]
Record Date : 12/25/2015
First Name : Anish
Last Name : Dharia
Stakeholder Comments/Issues :

The Tier 1 Draft EIS provides excellent ideas on improving rail service on the north-east corridor.

I believe Alternative 2 is best compromise in terms of service expansion, reduction of travel times, and cost of construction. Alternative 2 also provides provision for future growth. It is not quite world class with 91 mph average speed from Boston to DC but still 50% better than current average speed of just 63 mph.

No action alternative and alternative 1 do not provide sufficient upgrades for existing infrastructure needs and for any future growth. No action and alternative 1 should be not considered as viable options.

Alternative 3 will bring America into the 21st century with separated HSR tracks. This system has been used world wide. The costs are significantly higher but it seems the revenues will not be much higher than Alternative 2. Also, the study lists travel times from DC to Boston as 5 hours 10 minutes (same as alternative 2). The travel time should only 3 hours 20 minutes.

I also believe Long Islanders will not allow the project to built in their towns.
However, I firmly believe Alternative 3 will make America competitive with the rest of the world.

The cost difference between Alt 2 and Alt 3 warrants the FRA to consider another alternative. May be an alternative without the second spine but with separated HSR tracks.

NEC DEIS Comments - RECORD #307 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : Paul

Last Name : Di

Stakeholder Comments/Issues :

I am voicing my STRONG OPPOSITION to Alternative 3 proposal. This incredibly expensive option would destroy thousands of property values, cause the displacement of dozens of families from their homes, and offer no clear value to the citizens of Long Island. I implore the FRA to strike Alternative 3 from its planning process and to focus its precious resources on more urgent NEC upgrades (such as tunnels in and out of Manhattan).

NEC DEIS Comments - RECORD #1032 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Sarah

Last Name : Diamond

Stakeholder Comments/Issues :

I oppose yet another bridge at the mouth of the Connecticut River and slicing through the center of the town of Old Lyme, which is already bifurcated by I-95. Please reconsider for the sake of the environmental and social detriment to the community.

NEC DEIS Comments - RECORD #2737 DETAIL

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

The Diamond-WambyHousehold
[redacted]
Old Lyme, CT 06371

12, February 2016

U.S. DOT FederalRailroad Administration

To whom it may concern:

We are writing as afamily to voice our opposition to NRC Future Alternative 1. As residents of Old Lyme we want to add oursupport to the voices at town hall and
all of the organizations in town whowrote to you against the plan on February 10, that letter enumerates very wellthe burden to our community the proposed plan would bring.

NEC Future Alternative 1would be the death knell for the town of Old Lyme. The noise and emissions pollution would makethe most historic section of town unlivable.
The pollution of the LieutenantRiver would contribute to the poisoning of the wells we all use, again, makingthe town unlivable. After 250 years of settlement our historic homes
would haveno value. Life for the flora, fauna and citizens will be irreparably damaged.

We request that the NECFuture Alternative 1 be removed from further consideration.

Sincerely,

Stephen M. Diamond
Mary A. Wamby
Sarah E. Diamond
Sophie A. Diamond

NEC DEIS Comments - RECORD #656 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Joanne

Last Name : DiCamillo

Stakeholder Comments/Issues :

To whom it may concern:

Attached is a letter with my comments regarding the Tier 1 Draft EIS, Alternative 1, NEC FUTURE Plan.

Thank you for your consideration. I look forward to your response.

Sincerely,

Joanne DiCamillo, Old Lyme Connecticut

February 9, 2016

Re: NEC FUTURE Tier 1 Draft EIS

To Whom It May Concern:

My name is Joanne DiCamillo, Chairman of the Old Lyme Tree Commission and a former member of the Historic District Commission. I am writing to express my apprehension and opposition to the Tier 1 draft EIS, Alternative 1, for the NEC, the plan to move the path of the existing train tracks in Old Lyme Connecticut to the historic village center.

Old Lyme is a treasure; beloved by its residents, admired by tourists, who appreciate the historical, cultural and ecological attributes that characterize our beautiful town. This plan will significantly impact our way of life and our economy. The busy shopping center, where the post office, grocery store, pharmacy, cleaners and several small businesses are located, is the lifeblood of our community. The Home of American Impressionism-Florence Griswold Museum, Lyme Art Association and Lyme Academy College of Fine Arts are the anchors of a renowned art tradition that distinguish our town and the region. The Old Lyme Inn and the Bee and Thistle Inn are important components of that tradition. Many groups have worked tirelessly over the years to protect and restore these structures and the landscape that surrounds them along with the historic homes and buildings that line our main street.

Rerouting the train tracks will impact the longest river in New England, the 410 mile long Connecticut River and its watershed. Old Lyme lies at the environmentally sensitive mouth of the river where it flows into Long Island Sound. The river and its adjacent tributaries, salt marshes and fresh water wetlands are teeming with wildlife, migratory fish, birds, threatened and endangered species. The islands within it, and the banks beside it provide breeding grounds for nesting birds while natural vegetation helps to prevent erosion. The entire river system has the distinction of being named America's first and only National Blueway and is included in the U. S. Fish and Wildlife Service National Wildlife Refuge System. What happens in this area could have an adverse effect on the entire watershed, and damage the great progress of dedicated conservation groups and individuals within our town and the state to educate and protect wildlife habitat and the environment. The river is an extraordinary place for recreation, utilized by residents and visitors alike, who fish and kayak in the waters and hike, walk, and picnic on its banks. Tourists are drawn to the river to view its awesome beauty year-round. Swallow cruises and eagle trips are a common sight in fall and winter.

When one considers the size, cost and scope of this project, the number of scheduled public hearings in Connecticut was limited and certainly not convenient to the residents of southeastern Connecticut.

I recognize that with the upgrades in the transportation system, travel time will be reduced between the cities of New York and Boston, making travel easier and faster for future commuters. But have you really considered the future of the small communities that lie between them? The savings in time will come at a tremendous cost to our villages, neighborhoods and natural resources.

I urge you to develop a new strategy. Come visit our town, tour the Connecticut River, and listen to our comments before a decision is finalized.

With concern for the heritage, the habitat, the economy and future of the Old Lyme community,
I strongly oppose this plan.

Cc: Senator Chris Murphy
Cc: Senator Richard Blumenthal

Cc: Representative Joe Courtney
Cc: Governor Dannel Malloy
Cc: Sarah Feinberg, Administrator FRA
Cc: Rebecca Reyes-Alicea, Program Manager NEC Future
Cc: James D. Redeker, Chairman NE Corridor Commission, Commissioner Connecticut DOT
Cc: CT State Senator Paul Formica
Cc: CT State Representative Devin Carney
Cc: Old Lyme First Selectwoman Bonnie Reemsnyder

NEC DEIS Comments - RECORD #628 DETAIL

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

Feb. 8, 2016
To Whom It May Concern,
I'm contacting you regarding the proposed railway through my town of Old Lyme, CT. Old Lyme is a small, distinctive New England historic town with cultural, educational, commercial and governmental services located in one main section of our town. This is also the Historic Center of our community with fine old homes and churches. This very busy location happens to be approximately one half mile from Rt. 95 and within the proposed new railway system planned for the Northeast Corridor. There are also additional private and historic residences located within the proposed railway right-of-way through our town.

After reviewing this project, one would immediately understand construction of this proposed railway would completely devastate our town in many ways. The cost to purchase these sites for construction of the railway would be hundreds of millions of dollars. More importantly, there are absolutely no options when faced with the relocation and reconstruction of our schools, Churches, Art College, government, commercial, residential and cultural sites. We have beautiful tree lined streets with quiet residential neighborhoods. The noise and visual pollution of a railway moving at high speeds through this area would have a negative impact on property values and quality of life for a large portion of Old Lyme residents.

Our town is located at the confluence of the Connecticut River and Long Island Sound. This location not only adds to the beauty of our town but is also home for many protected wildlife and plant species as a result of the many fresh water wetlands and salt water marshes throughout our town. Our residents are extremely protective of our town's resources and the Inland Wetlands and Watercourse Commission is charged with eliminating any activity having a negative impact on this fragile environment of wetlands and wildlife. In fact, the Connecticut River has been designated as a National Blueway and National Wildlife and Refuse area by the Federal Government. Consequently, the River, tributaries and surrounding wetlands must be given the protections afforded to them under this act.

The stated purpose of this upgrade to the railway is efficiency and cost effectiveness . I have studied the proposed new route and believe the most efficient and cost effective route would be to upgrade the existing section of railway from New Haven through Hartford and Worcester to Boston. This portion of the railway and the proposed section are the same distance between New Haven and Boston. The current railway located along the coast line could be upgraded to accommodate local trains from New Haven to Providence RI.

As State and Federal representatives of our town as well as those charged with the construction of Alternative 1 of the NEC FUTURE Plan, I expect you to protect our town from the negative impact this upgrade project would have on our town, visitors and especially residents. A meeting with Old Lyme town officials and residents must be scheduled prior to any final decisions. Previous meetings were not well publicized and were scheduled in locations inconvenient for our residents.

Respectively submitted,
Lewis DiCamillo
Chairman
Old Lyme Inland and Wetlands and Watercourse Commission

cc: Bonnie Reemsnyder, First Select Women of Old Lyme, CT
Devin Carney, CT State Representative
Paul Formica, CT State Senator
Joe Courtney, US Representative
Richard Blumenthal, US Senator
Chris Murphy, US Senator
James P. Redeker, CT Dept. of Transportation
Sarah Feinberg, Federal Railroad Administrator
Anthony Foxx, US Sec. of Transportation

NEC DEIS Comments - RECORD #797 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Lauren

Last Name : Dickey

Stakeholder Comments/Issues :

Please do not build a high-speed train through the historic district of Old Lyme. It would destroy an area of our town that is important for our local commerce and our cultural heritage. Please do not place this scar upon us. As Henry David Thoreau wrote in his famous work Walden, "We do not ride on the railroad; it rides upon us... And every few years a new lot is laid down and run over; so that, if some have the pleasure of riding on a rail, others have the misfortune to be ridden upon." Please do not lay this misfortune upon us.

NEC DEIS Comments - RECORD #1943 DETAIL

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

I am writing to voice my opposition to Alternative 1. It seems that someone just took a ruler and pen and drew a line without any regard to the consequences. The routing of Alternative 1 would obliterate the main street and surrounding areas within Old Lyme. This area would impact the historical district, Lyme Art Association, Lyme Art Academy, and the only shopping area in the town. Alternative 1 would not only destroy the heart of the town, it would also completely change the character of the town.

NEC DEIS Comments - RECORD #1924 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Michele

Last Name : Dickey

Stakeholder Comments/Issues :

My family has lived in Old Lyme since the 1600s. We attended public schools and church and utilize local businesses. Alternative 1 will destroy marshes, homes, businesses, a school, and landmarks, much that makes Old Lyme the historic characteristic place it is. I understand that it will shorten the trip from Old Saybrook to Washington by a mere 30 minutes. Expanding existing train routes where they must be more economical in project time and expense without destroying lives. Please abandon all thoughts of Alternative 1. Thank you.

NEC DEIS Comments - RECORD #1256 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Constance

Last Name : Dickinson

Stakeholder Comments/Issues :

Please, not through historic Old Lyme. there are better options.

NEC DEIS Comments - RECORD #2660 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : David

Last Name : Dickinson

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #89 DETAIL

Status : [redacted]

Record Date : 12/24/2015

First Name : Frank

Last Name : DiCristina

Stakeholder Comments/Issues :

I believe Alternative 1 is the only viable one. 2&3 cost too much for the incremental gains in ridership. Also, freight service is critical to my company and we are already seeing significant impacts to service reliability due to the high speed rail project. If it is further happened, it could drive a $150MM operation out of business and lose 200 high paying jobs.. Freight service needs to be improved as much as passenger!

NEC DEIS Comments - RECORD #875 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Linda

Last Name : DiFazio

Stakeholder Comments/Issues :

As

A s a lifetime resident of Old

Lyme ,I would be very devastated to have a train ,Amtrak or whatever ,run through our town spoiling the architecture,history and charm. Please please please reconsider

NEC DEIS Comments - RECORD #1151 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Jesse

Last Name : Diggs

Stakeholder Comments/Issues :

There is no valid financial basis for this expansion. Passenger transportation via train has never and will never work in this country. A better choice for mass transportation would be to erect a monorail system on the medium strips between the N and S bound lanes on I-95 and on any Interstate roads

Office of the County Executive

Tari Moore
County Executive

Alfred C. Wein, Jr.
Director of Administration

Office: 410.996.5202
Fax: 410.996.1014

Department of Planning and Zoning

Eric Sennstrom, AICP, Director
410.996.5220
410.996.5225
Fax: 410.996.5305

County Information
410.996.5200
410.658.4041

CECIL COUNTY, MARYLAND

Department of Planning and Zoning
200 Chesapeake Boulevard, Suite 2300, Elkton, MD 21921

24 November 2015

Rebecca Reyes-Alicia
NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: NEC FUTURE Tier 1 Draft Environmental Impact Statement

Dear Ms. Reyes-Alicia:

Thank you for the opportunity to review the referenced document and to comment, as follows:

1. The language in the introduction needs to focus less on the region's economy and more on the region's importance to the whole nation's economy. All spending bills come out of the House, and the states proposed to be affected are represented therein as follows:

CT	5 Seats
DE	1 Seat
MA	14 Seats
MD	8 Seats
NJ	12 Seats
NY	27 Seats
PA	18 Seats
RI	2 Seats
VA	11 Seats

Total: 98 Seats **out of 435** (and in the Senate, only 18 **out of 100**). That's only 22.5% and 18%, respectively.

Moreover, this cannot be seen as pork for just the NE Corridor states, with any expectation that it will clear either house.

2. Freight movement needs to be emphasized more. First, the specific freight railroad stakeholders need to be identified. Second, the fact that more rail ridership frees up highway capacity, enhancing mobility for truck freight movement (so important along the NE Corridor) needs to be articulated. Third, considering the point above, the lane-miles of highways that would not have to be built as a result of each of the enumerated alternatives needs to be quantified (under the "Sustainability" section).

3. In terms of improving passenger rail service, one way to do so is increasing reliability. What with well-documented documented delays for regional commuters owning to issues with electrical lines, serious consideration should be given to converting from electrical to diesel power. Not only would that increase reliability while decreasing right-of-way maintenance costs, it would also reduce new segment and northern route implementation costs.

4. Alternative 2 is touted as providing "five times as much intercity service and more than doubles peak-hour Regional rail service." Yet, the "Evaluating the Alternatives" section reveals that those respective 400% and 100% service increases yield only 21.18% increase in aggregate rail ridership. In turn, that 21.18% ridership increase comes at the cost of an extra $115 billion (a 475% increase).

5. Alternative 2 is shown with a New Segment through western New Castle County, Delaware and virtually the entirety of **Cecil County, Maryland**. The areas at which the New Segment would divert from the present NEC are culturally- and historically-significant, incorporated employment and population centers. In fact, if Wilmington, Delaware did not exist, then the Elkton, Maryland – Newark, Delaware urbanized area would qualify to have a Metropolitan Planning Organization (MPO) of its own. A more careful consideration of Environmental Justice needs to take place (if not part of the NEPA process, then when?).

6. Alternative 3 is the most expensive. Alternative 3's technical, financial, and ridership projection details associated with the proposed rail crossing of Long Island Sound component need to be articulated – albeit at a macro level.

7. Alternative 3 is touted as providing "six times as much intercity service and up to three times the amount of peak-hour Regional rail service." Yet, the "Evaluating the Alternatives" section reveals that those respective 500% and up to 200% service increases yield only 33.26% increase in aggregate rail ridership. In turn, that 33.26% ridership increase comes at the cost of an extra $270 billion (a 1450% increase).

8. The methodology of future ridership calculations by alternative is curious. Alternatives 1 and 2 respectively shift 69 and 93 "million annual trips from other modes to passenger rail," which are corroborated in the "Evaluating the Alternatives" section. However, Alternative 3 is touted to shift "141 million annual trips from other modes to passenger rail," while the figure in the "Evaluating the Alternatives" section says 146. Why the discrepancy?

9. Alternative 1 nets 69 million more annual trips at an addition cost of $45 billion, or $652.17 per trip. Alternative 2 nets 93 million more annual trips at an addition cost of $115 billion, or $1,236.56 per trip. Alternative 3 nets 141 (or is it 146?) million more annual trips at an addition cost of $270 billion, or $1,914.89 per trip. **Interesting!**

Cost per @ Additional Annual Trip	
Alternative 1	$652.17
Alternative 2	$1,236.56
Alternative 3	$1,914.89

10. Fiscally and operationally, how does the proposed, high-speed mag-lev service between Baltimore and Washington, D.C. fit into this plan?

Again, thank you for the opportunity to review and comment.

Sincerely,

Anthony J. Di Giacomo, AICP
Principal Planner

cc: Hon. Tari Moore, County Executive
Alfred C. Wein, Jr., Director of Administration
Eric S. Sennstrom, AICP, Director of Planning

NEC DEIS Comments - RECORD #1155 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Kathy

Last Name : DiLullo

Stakeholder Comments/Issues :

I live in the town next to old lyme but I still consider that part of old lyme a local treasure to this area. With it's inns, museums , history and scenery, this area off of boston post road in Old Lyme is part of what makes this part of CT such a special place to live. The RR has taken enough of the beauty from this area and has not given much back. It remains too expensive to use for trips to Boston.

NEC DEIS Comments - RECORD #1950 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Odile

Last Name : Dilone

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. We cant also continue to endanger our natural environment, such as the CT river.

NEC DEIS Comments - RECORD #331 DETAIL

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

To the FRE:

As a resident of Garden City I am very deeply disturbed by the proposal to send a third rail line through my community. Garden City sits in the midst one of the most heavily trafficked areas of all of Long Island. The last thing that is needed here is to play havoc with car traffic and pedestrian safety with yet more rail crossings.

In addition, having another rail line and it's attendant noise so close to populated residential property raises the very real dangers presented by possible rail accidents and noise pollution to the local population.

The strong downward impact on property values here because of the urbanizing effect of more rail lines is another real negative for our community. .An additional rail line will drastically change the character of this charming neighborhood .

For all of these reasons I am totally opposed to bringing in ANY more rail lines for ANY purpose.

Sincerely,

Leslie Dimmling
[redacted]
Garden City, NY 11530

NEC Future
Rebecca Reyes-Alicia
US DOT Federal Railroad Admin
One Bowling Green, Suite 429
New York, NY 10004

January 27. 2016

Dear Ms. Reyes-Alicia,

I write to express my opposition to a proposed high speed Amtrak rail line running through my town of Garden City, Long Island. I understand this is considered "option 3" of several considerations.

Its hard to imagine who thinks it would be wise to run a high speed rail through one of the most densely packed areas of Long Island. This is in terms of both population and car traffic. The immense physical danger posed to our residents by a high speed train , in addition to negative quality of life issues because of noise and increased traffic, makes it obvious this idea must be strongly rejected.

There is no "open land" in Garden City, ours being a community which sits on the border of New York City, fully occupied by houses, apartments, government offices, major roadways and shopping centers. Further large scale construction, especially that which endangers resident's physical safety and impedes traffic, must be rejected.

I will be contacting my legislators regarding this issue and urge them to reject it as well.

Sincerely,

Leslie Dimmling
[redacted]

NEC DEIS Comments - RECORD #1865 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Jie

Last Name : Ding

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2604 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Janet

Last Name : Dinihanian

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1957 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : James

Last Name : Dion

Stakeholder Comments/Issues :

Dear Sir/ Madame. I recently read where the FPA is proposing to build railroad tracks which goes through the property of Lyme Academy College of Fine Arts in Old Lyme, CT.

I oppose this for many reasons but primarily that it would most certainly destroy the college campus in its entirety.

Thank you.

James Dion

Meriden, CT.

NEC DEIS Comments - RECORD #2384 DETAIL

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

Dear Sir or Madam:

I am writing to share my comments and vision for the future of the Northeast Corridor. It is important that Amtrak maintain and improver rail service on this important railway that links someone the Americans largest and most dankly populated metropolitan areas. With out reliable and frequent rail users people will have no alternative but to drive on the Northeast already crowded roads or take short flights. As more people flock to central cities the needed for world class rail travel will become more necessary as these house people less likely to own a car or have access to parking. For the northeast to remain an internationally economically competitive region it needs reliable, frequent and affordable rail travel connecting all its cities.

Though compared too much of North America, rail service on the northeast corridor is very frequent, that said its frequency on the north east corridor pales in comparison to frequency of trains on European rail corridor. For example, two years ago I visited the United Kingdom and was very impressed with my experiences traveling on the East Cost Mainline, the rail corridor that links London with Edinburgh

via York. This rail ling is nearly as long as the Northeast corridor. I did not have to worry about when I arrived at Kings Cross in London since I know that there would be an Edinburgh Train with in the half hour and even the local train I was one still made the journey in less then 5 hours, that is more then an hour faster then it takes to travel from Boston to Washington on an express. On my trip from York back to London, I enjoyed being able to arrive at the station when I pleased with out having to worry about missing a train or scheduling my day around trains schedule since trains run so often. I by chance arrived at the station in time to catch a nonstop express train, which made the 175-mile trip in about 2 hours. While I sat on the train speeding through the English country, I thought about how I would love to have trains this fast, this reliable, and that run this often on the Northeast corridor.

Now I understand that the Northeast corridor has many complications that prevent more frequent service. On the Northern half of

the line, the section of the corridor I am most familiar with, we have a problems over draw old bridges, at grade crossings, and very competition from Metro North New Haven Line. The combination of these factors prevents trains from going at higher speeds and limits the number of trains that can run between Boston and New York. The southern DC-New York half of the corridor is also overcrowded due the tracks being shared by frequent Amtrak and local commuter trains. Furthermore with out a second tunnel under the Hudson the number of trains that can travel between New York and points south are severely limited. Thankfully a New trans-Hudson Tunnel is in the works and many of the older bridges in Connecticut are being replace. This is an important step towards a better northeast corridor, yet there is a lot of work that still must be done.

Manhattans geography also posses a less discussed challenge. Since Amtrak's founding all Boston bond trains have used Penn Station on Manhattans West Side, yet for New Yorkers who live and work on the east side simply getting to Penn Station is complicated and convoluted. My mom's cousin for example lives on the Upper East Side, at Park Avenue and 86 Street. Like many New Yorkers she has family in the Boston area, furthermore she works in finances and Boston is the second largest finical center in the east, thus Boston is a place that she travels to somewhat often. Yet getting to Boston is not simple. She must either take three different trains to get to Penn Station via the subway (not easy with her suitcase) or take a long cab ride thought New York's congested streets. Her third option is taking the subway to Grand Central and riding Metro North to Stamford, where she can switch to Amtrak. This is an option she never rules out while traveling to Boston, nor dose she rule out flying. At the right time of day the cab ride to LaGuardia is faster then getting to Penn Station.

I included this antidote to demonstrate why New York's east side needs Amtrak access as well and how if done right can takes trains off the crowded North East Corridor, a long needed and often forgotten rail connection between Boston and Hartford. I would like to suggest running some Boston-New York Trains to Grand Central Terminal via Worchester, Harford, the Beacon Branch and Metro North's Harlem Line. From my understating this would need significant improvements to the Beacon branch as well as the construction of rail between Harford and Danbury, this is not easy but the befit is more frequent rail service with out adding to the north east corridors grid lock and while provided better Amtrak access to the East Side, and will provide a rail connection between Harford and Boston. If using the Beacon Branch is not possible then trains should run between Boston and New York (and point south) via the inland route. This would provide needed Boston to Hartford and Springfield service as provided

service to New York from Worcester and Boston's metro west suburbs. Framingham West of Boston can host a suburban station similar to Route 128 station in Westwood south of Boston. Framingham already service Commuter Rail and Lake Shore Limited trains.

Since Grand Central is a terminal station, trains these trains would not be able to travel south of New York. That said most people traveling on Amtrak do not travel south of New York and a few trains a day only travel the north half of the northeast corridor. Thought most Amtrak trains should use Penn Station so they can continue south, and if speed of trains increases more Bostonians will want to take the train to place like Philadelphia and Washington, for the trains that do terminate in New York Grad Central should be used to provide east side access and prevent overcrowding at Penn Station. Ideally we would have more frequent service between Boston and New York with two thirds to three quarters of the trains using Penn Station and the reminder stopping in Grand Central.

Along with the need for more frequent trains, the Northeast corridor needs faster trains. In the long term it would be great to have trains that can run between Boston and New York in 90 minutes. In the short term it would be great to have trains that can travel from Boson to New York in between two and half and three hours. Replaces and reconstructing bridges in Southeastern Connecticut will be greatly beneficial to allow trains to run faster. Running super-express trains should also be considered. Thought most trains would serve mid size cities like Providence and New Haven as well, a few can run during rush hour only serving the largest cities, Boston, New York, Philadelphia, and Washington, thus reducing travel time even further. This said more local trains can and should run the length of the corridor, thus allowing people who live in smaller communities access to rail transportation. Like rail service in Europe the Northeast corridor would benefit from the installation of high quality overnight service. A travel should be able to get on a train in Boston late at night and wake up in Washing refreshed the next day. One can ride in a sleeper car and instead of having to choose between the cost of a night in a hotel or an early morning flight, ride between cities in a moving hotel.

As important as building a Northeast corridor with faster and more frequent service, it is also important that rail service up and down the corridor has affordable options for travels. Today often an Amtrak ticket between New York and Boston can cost at least $50, and can cost much more then this. When travels can chose between paying $50 and taking a $15 bus many chose to travel by bus. Our rail network should try to grow its passenger base but offering more adorable ticket pricing. When planning and

improving the Northeast corridor it is important to build a rail network that is affordable which in turn will bring more people off the roads and buses and onto the rails, thus in the long term making the investment in a better north east corridor most worth while.

I am thankful to have a chance to comment a share my vision. I would like to see the Northeast corridor provide the best rail service in the world, and provide frequent reliable, fast and affordable service a cross this part of the country. In the long run I look forward to even fast rail trains and a corridor that counties south in to Virginia, west to Pittsburg, northwest to Toronto, North to Montreal and throw a completed North-South Rail link in Boston, Northeast to Portland and points North. I see no reason why the United States should not have the best rail transportation in the world, and do to the great infrastructure already in place and the necessary improvements that will be made I am happy to see the Northeast corridor improvements lead the nation.

Thank you,

--

Gabriel S. Distler
Urban Planner
Historical Researcher
Project Archivist
[redacted]

NEC DEIS Comments - RECORD #698 DETAIL

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

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,
Mr. Dave Dittman

NEC DEIS Comments - RECORD #775 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : John

Last Name : Dixon

Stakeholder Comments/Issues :

The new rail tunnels in Baltimore should be the highest priority infrastructure improvement on the NEC in Maryland. A close second on the infrastructure improvements in Maryland are the replacements of the Gunpowder River bridge, the Bush River bridge and the Susquehanna River bridge. All three bridges should be constructed with at least three tracks with four tracks the ideal. The third priority for the NEC in Maryland should be the implementation of a minimum of three tracks throughout the state; get rid of the two track bottlenecks.

NEC DEIS Comments - RECORD #1124 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Richard

Last Name : Dixon

Stakeholder Comments/Issues :

Based on the limited information the FRA has provided during the process leading up to the current proposals and the lack of soliciting public input, it appears the FRA has not done an adequate job of balancing the need for better mass transportation with the needs of the local communities. I am especially disturbed by the proposals for track realignment from the Connecticut River to the RI border, especially in Mystic and Old Lyme (Alternative 1). It seems to me that you best start over by getting local input first. I oppose it as it is now configured.

I am particularly disturbed as I am a long time advocate of upgrading our passenger rail system. It has been difficult to get the needed political and public support for needed improvements. The way you have proceeded with the (avoiding local input) has unfortunately harmed the drive to get political and public support.

NEC DEIS Comments - RECORD #2831 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Robert

Last Name : Dixon

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2622 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Hanko

Last Name : Dobi

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

Thank you for your consideration.

NEC DEIS Comments - RECORD #2949 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : John

Last Name : Dockum

Stakeholder Comments/Issues :

The Lyme Academy of Fine Arts is at a central hub with the Florence Griswold Museum, The old Lyme Inn and the Bee and Thistle. Running a rail track through this area and destroying a fine art school in the process is reckless and shows a complete disregard for the community. There is already rail service through this part of the state and THAT land should be expanded, elevated and adapted rather than leaving a legacy of destruction through the heart of a community. In fact, improving the current infrastructure to be more wildlife friendly would be a much better way of making this transition not only feasible to implement, but even attractive to bothersome taxpayers.

NEC DEIS Comments - RECORD #1230 DETAIL

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

If tracks are relocated north in SE Connecticut, the existing rail beds should be cleaned up, environmental concerns addressed, and then converted to a walking and biking trail system. This improves alternate transportation, economic vitality, health and quality of life.

NEC DEIS Comments - RECORD #2920 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Valincia

Last Name : Darby

Stakeholder Comments/Issues :

Greetings,

The U.S. Department of the Interior's comments on the subject project are attached. If there are questions please contact this office at (215) 597-5378.

Best regards,

Valincia Darby

--

Valincia Darby

Regional Environmental Specialist

Department of the Interior, OEPC

200 Chestnut Street, Rm. 244

Philadelphia, PA 19106

Phone: (215) 597-5378 Fax: (215) 597-9845

Valincia_Darby@ios.doi.gov

Attachments : er15-0629.pdf (666 kb)

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

IN REPLY REFER TO:

February 16, 2016

9043.1
ER 15/0629

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Subject: Tier 1 DEIS for the Northeast Corridor Rail Investment Plan

Dear Ms. Reyes-Alicea:

This is in response to your letter of November 10, 2015, requesting comments on the Federal Railway Administration (FRA), Northeast Corridor Future, A Rail Investment Plan (NEC Future Plan) for the Northeast Corridor (NEC). We understand that the FRA is seeking comments on the Tier 1 Draft Environmental Impact Statement (DEIS) and Section 4(f) Assessment dated November 2015. We understand from the DEIS that the FRA is considering the no action alternative and three action alternatives. The preferred alternative will be identified in the Tier II EIS, scheduled to be released in April 2016.

The purpose of the NEC Future Plan is to upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and economic growth. The 457-mile corridor will connect major metropolitan areas including Washington, DC, Philadelphia, Pennsylvania, New York, New York, and Boston, Massachusetts. We offer the following comments on this project for your consideration.

Section 4(f) Evaluation Comments

The Department appreciates that you have coordinated with various agencies regarding this project and the development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies and tribes throughout the life of this project.

Currently, there is no preferred alternative identified and while the Section 4(f) Evaluation does identify numerous Section 4(f) resources that have the potential for 4(f) use, the Department of the Interior is currently unable to provide concurrence that there is a no feasible and prudent alternative and that all measures have been taken to minimize harm. We appreciate and encourage continued interagency communication as you move through the process of finalizing the EIS, selecting a preferred alternative and moving on to the Tier 2 environmental compliance.

We note that there has been extensive consultation with the consulting parties and that a Programmatic Agreement (PA) is being developed to resolve any adverse effects. We agree that this should be an appropriate measure to minimize harm and to mitigate the adverse effect to the Section 4(f) resources. We would appreciate the opportunity to review the PA along with the finalized Section 4(f).

DEIS Comments

The Department appreciates the extensive analysis that is required for a project of this magnitude and commends the FRA on their thorough scoping and identification of resources that have the potential to be impacted. Below please see comments submitted by individual bureaus of the Department.

The following comments are on behalf of the National Park Service:

National Historic and Scenic Trails

The National Park Service manages a number of National Trails within the Northeast Region of the United States and several have the potential to be impacted by the NEC Future Project. (See Image 1). The trails of concern include The Potomac Heritage National Scenic Trail, The Star-Spangled Banner National Historic Trail, The Captain John Smith Chesapeake National Historic Trail, The New England National Scenic Trail, and particularly the Washington-Rochambeau National Historic Trail due to the fact that it generally follows the NEC Future Corridor for its entire length, so it has potential for multiple impacts. An area that should have particular consideration is the point where the NEC crosses the Anacostia River and the Baltimore Washington Parkway. The NEC crosses three of these trails in that specific location. (See Image 2). The NPS requests that the FRA considers the extent to which the project will impact the experience of existing and planned segments of these trails, as well as the ways and extent to which: a) stations might serve as trailheads; and b) rail services might contribute to the increasing demand for outdoor recreation opportunities and to the promotion of heritage tourism.

Each trail has more details listed below. GIS data for these trails can be acquired from Cheryl Sams O'Neill of the National Park Service at cheryl_sams@nps.gov.

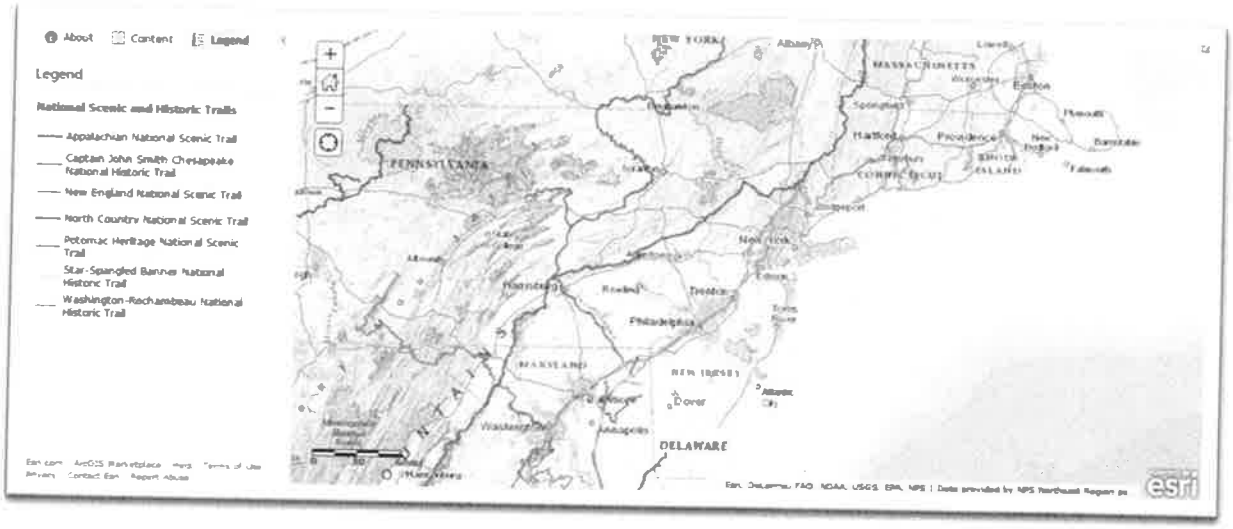

Image 1: National Scenic and Historic Trails

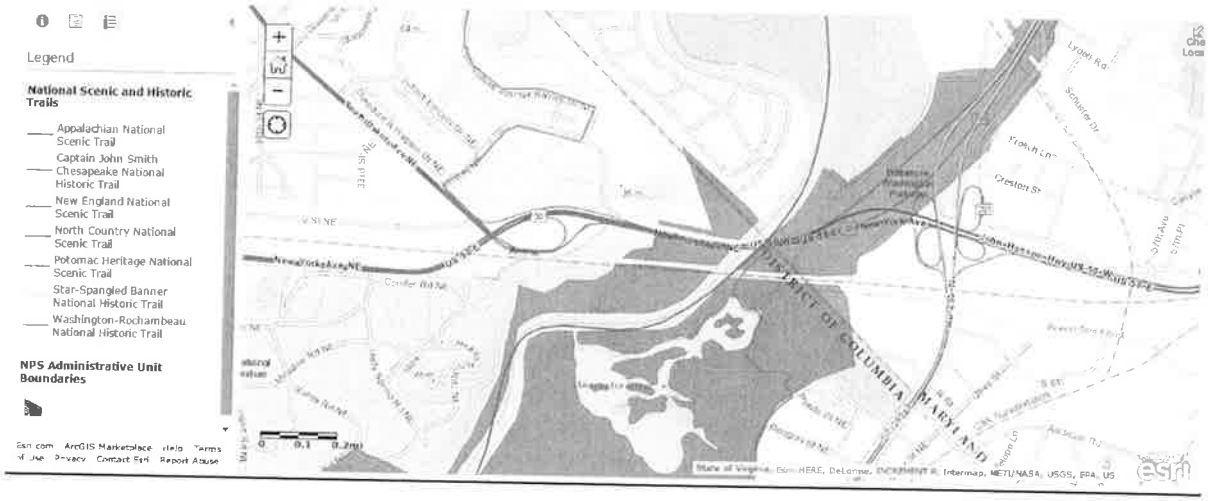

Image 2: Nexus of Resources

Potomac Heritage National Scenic Trail

The Potomac Heritage National Scenic Trail is a designated National Scenic Trail corridor spanning parts of the mid-Atlantic and upper southeastern regions of the United States that will connect various trails and historic sites in the states of Virginia, Maryland, and Pennsylvania, and the District of Columbia. The trail network includes 710 miles of existing and planned sections, tracing the outstanding natural, historical, and cultural features of the Potomac River corridor, the upper Ohio River watershed in Pennsylvania and western Maryland, and a portion of the Rappahannock River watershed in Virginia.

The NPS Potomac Heritage Trail representative and lead contact is Don Briggs, Superintendent: 304-535-4016 or don_briggs@nps.gov.

Star Spangled Banner National Historic Trail

The Star-Spangled Banner National Historic Trail is a 560-mile land and water route that tells the story of the War of 1812 in the Chesapeake Bay region. It connects historic sites in Maryland, Virginia, and the District of Columbia and commemorates the events leading up to the Battle for Baltimore, the aftermath of which inspired Francis Scott Key to write our National Anthem. The trail traces American and British troop movements, introduces visitors to communities affected by the war, and highlights the Chesapeake region's distinctive landscapes and waterways.

Captain John Smith Chesapeake National Historic Trail

The Captain John Smith Chesapeake National Historic Trail, managed by the NPS Chesapeake Bay Office (NPS CHBA), appears to be within close proximity to where the proposed activity will be located near Washington DC. NPS requests that any significant modifications take into account the national trail resources.

NPS CHBA requests that the Environmental Impact Statement (EIS) consider the potential impacts from operational changes of the proposed project to the resources of the Captain John Smith Chesapeake National Historic Trail. Trail resources include, but are not limited to; evocative landscapes, indigenous cultural landscapes, historic American Indian town sites, significant American Indian archeological sites, landscape features and cultural sites of significance to modern American Indian tribes, visitor experience, view shed impacts and public access sites. NPS CHBA can provide additional information to the applicant regarding specifics of these trail resources upon request.

New England National Scenic Trail

The New England National Scenic Trail (NET) is a 215-mile hiking trail route that has been in existence for over half a century. The NET travels through 40 communities in Connecticut and Massachusetts, and is comprised primarily of the historic Mattabesett, Metacomet, and Monadnock (M-M-M) Trail systems.

The National Park Service manages the New England National Scenic Trail in accordance with the Trail Management Blueprint described in the 'Metacomet Monadnock Mattabesset Trail System National Scenic Trail Feasibility Study and Environmental Assessment', (Spring 2006) and referenced in the Omnibus Public Land Management Act of 2009 (Public Law 111-11 Subtitle C Section 5210-02). Consistent with the Trail Management Blueprint, NPS administers the New England National Scenic Trail's planning, acquisition, protection, operation, development, and maintenance through a partnership-based management framework with the two primary trail partners, the Appalachian Mountain Club and Connecticut Forest and Park Association.

The NET experience celebrates classic New England landscape features: long-distance vistas with rural towns as a backdrop, agrarian lands, large unfragmented forests, and scenic river valleys. The trail also connects with colonial historical landmarks and highlights a range of diverse ecosystems and natural resources: mountain ridges and summits, forested glades, wetlands and vernal pools, lakes, streams and waterfalls.

Washington-Rochambeau Revolutionary Route National Historic Trail

The Washington-Rochambeau Revolutionary Route (W3R) comprises a network of roads and waterways used by allied forces in the Yorktown campaign. Although population growth and urban development have erased almost all traces of the rural campsites and small taverns that once sheltered Revolutionary War soldiers, the public can still visit historic sites that tell the Washington-Rochambeau story. Strolling the green in Lebanon, Connecticut, taking a sail on the Chesapeake Bay, seeing a Revolutionary War reenactment at Colonial Williamsburg, or exploring the battlefield at Yorktown, are just a few of many opportunities to interact with history.

Travelers driving I-95 from Massachusetts to Virginia now make the trip in less than a day, and GPS systems guide them to lodging, fuel, and restaurants. It is worth remembering, however, that in colonial times, most of this land was wilderness. If not for the detailed surveys by engineers and cartographers during the allied campaign, French and American troops might not have reached Yorktown. That they did so, defeated the British, and returned north—the French to go home, the Americans to win the war—remains an impressive feat.

The National Park Service maintains a partnership with the National W3R Association (www.w3r-us.org). W3R is a nine-state partnership that supports the Washington-Rochambeau Revolutionary Route as a National Historic Trail and educates the public about the three-year presence of the French Expeditionary Force in the United States. The National Park Service works with federal, state, and local agencies and private organizations along the nine-state corridor that constitutes the Washington-Rochambeau Revolutionary Route.

National Wild and Scenic Rivers

NPS does not anticipate any potential visual impacts at this time to the White Clay Creek from the proposed Alternative 3 expansion of the existing railroad bridge. There are no particular visual attributes in the area of that would be impacted from an expanded crossing. When more details about the exact nature of the proposed railroad crossing are known we may have a different opinion.

NPS is, however, concerned about the impacts to the free flow of White Clay Creek from the expansion of the existing railroad bridge. The entire railroad crossing is located in the designated floodway as well as the 500 year floodplain. The addition of a pier in the White Clay Creek, along with additional bridge abutments may cause a substantial change in flow and flood levels in the area. There may also be a substantial increase in potential erosion downstream by the increase of velocity of the creek as it exits a much longer crossing.

NPS also has concerns about the impacts to bald eagles. The area immediately downstream of the existing railroad crossing is Churchman's Marsh. The forest surrounding Churchman's Marsh has had documented eagle nesting sites.

The NPS, Wild and Scenic Rivers representative and lead contact is Chuck Barscz, Chief, Northeast Region Wild and Scenic Rivers, at charles_barscz@nps.gov or (215) 597-6482.

If you have general questions about NPS comments or wish to get specific contact information for any of the trails or programs, you may contact Cheryl Sams O'Neill in the Northeast Regional Office at cheryl_sams@nps.gov or 215-597-5822.

The following comments are on behalf of the US Fish and Wildlife Service:

The U.S. Fish and Wildlife Service (Service), is providing the following comments on the Tier I DEIS, pursuant to our authorities under the Section 7(a)(1) of the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat. 755), and the National Environmental Policy Act (42 U.S.C. §4321 et seq., 1969).

General Comments

National Wildlife Refuge System

The following comments are in regard to lands in the National Wildlife Refuge System that are managed by the Service in Maryland, Pennsylvania, and Connecticut and would be negatively affected by rail development in their vicinity. National wildlife refuges provide important habitat for wildlife and provide recreational opportunities for the public. New, expanded, or improved rail infrastructure near or through a national wildlife refuge would have significant adverse impacts on the Service's ability to meet wildlife refuge purposes, and the Service's mission to conserve, protect, and enhance fish, wildlife, plants, and their habitats for the continuing benefit of the American people. Therefore, the Service respectfully requests that all units of the National Wildlife Refuge System be avoided in the NEC Future Plan for future rail investments. Specific comments regarding refuge lands in Maryland, Pennsylvania, and Connecticut are provided below.

Endangered Species Act

Several of the Service's Ecological Services Field Offices participated in numerous meetings and webinars during 2015, and provided technical assistance to the FRA regarding known occurrences of federally listed threatened and endangered species along the proposed route(s). We understand that the FRA accessed the Service's website to obtain a list of species by county, and communicated with various field offices of the Service to confirm those lists and the Service replied. That species information is included in the DEIS.

As you are aware, the FRA is responsible for making the final effects determination pursuant to Section 7(a)(2) of the ESA. The Service understands from the teleconference on January 7, 2016, that the FRA will be working with the Service on a programmatic consultation and will address potential impacts to listed species in the spring of 2016.

When the preferred alternative is identified, the Service recommends that the FRA determine the project "action area" which is defined as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action" (50 CFR §402.02).

Pursuant to Section 7(c) of the ESA, the FRA should "conduct a biological assessment for the purpose of identifying any endangered or threatened species which is likely to be affected" by

the proposed action. The Service is available to provide technical assistance in conducting this assessment.

As a reminder, Section 9 of the ESA prohibits unauthorized taking[1] of listed species and applies to Federal and non-Federal activities. Additionally, Section 7(a)(2) of the ESA, requires Federal agencies, in consultation with the Service, to ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of designated critical habitat. Until the proposed project is complete, the Service recommends that FRA check the Service's website[2] every 90 days from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.

Any additional information regarding the proposed project and its potential to impact listed species should be coordinated with the Service's Ecological Services Field Offices that have jurisdiction for New England, New Jersey, New York, Maryland, and Pennsylvania. The FRA should also coordinate with the appropriate state agency departments.

Fish and Wildlife Coordination Act

Until the preferred alternative is identified, the Service offers general comments on the Tier 1 DEIS. The Service is concerned that the NEC Future Plan project may result in adverse effects to fish and wildlife resources, including threatened and endangered species, (on and off refuges) as a result of construction and operation of the rail system. These effects may include an increase in wildlife mortality and injury from being struck by trains, indirect impacts from noise, vibration and visual impacts, habitat fragmentation, and connectivity (both terrestrial and aquatic). In addition, the Service is also concerned with the potential impacts of railroad tunnels, crossings (culverts, bridges), rock rip-rap along stream and riverbanks, pollutants, and surface runoff into waterways.

The Service recommends that the FRA include in the Tier II EIS how it plans to address impacts to fish and wildlife. The Service also recommends that FRA design the NEC Future Plan project to avoid and minimize impacts during construction and operation and protect fish and wildlife resources by providing fish and wildlife passage, incorporating conservation measures, and mitigating for adverse impacts as appropriate.

Bald and Golden Eagle Protection Act/Migratory Bird Treaty Act

As you are aware, bald eagles (Haliaeetus leucocephalus) were federally delisted under the ESA in 2007, but remain protected under the MBTA, the BGEPA, and by certain states (such as New York) as a threatened species. Bald eagle nests and breeding and concentration areas exist within the NEC Future Plan corridor. For example, the highest concentration of bald eagles in the State of New York is along the Hudson River. Bald eagles, especially immature eagles, are attracted to carrion found on railroad tracks. The Service is concerned that additional rail lines and stations associated with the NEC Future Plan project are likely to increase eagle mortality.

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[1] Take is defined in Section 3 of the ESA as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.
[2] http://www.fws.gov/northeast/ecologicalservices/endangeredspecies.html.

The Service recommends that FRA identify all bald eagle nests, roost sites, breeding, migration (including golden eagles), and concentration areas within the project corridor and provide an Eagle Conservation Plan that includes plans to minimize impacts to eagles. The Service also recommends that FRA refer to, and follow, the Service's National Bald Eagle Management Guidelines found on the Service's Northeast Region's website[3], and contact the Service's appropriate Ecological Services Field Office and state agency to determine if permits are required for the proposed project. If FRA has any questions regarding Federal permits under the BGEPA, please contact Scott Frickey at the Service's Regional Office in Hadley, Massachusetts by telephone at 413-253-8952, or by electronic mail at scott_frickey@fws.gov.

The MBTA protects over 1,000 species of migratory birds. Most of those species are not state or federally listed threatened or endangered species. The MBTA prohibits the taking[4], of migratory birds, or their products, except when specifically authorized by the Service. The unauthorized taking of birds is considered a "take" under the MBTA and is a violation of the law. Neither the MBTA nor its implementing regulations at 50 CFR Part 21, provide for permitting of "incidental take" of migratory birds.

Executive Order (EO) 13186, signed by the President (66 FR 3853, January 17, 2001), establishes the responsibilities of Federal agencies to protect migratory birds. We recommend that FRA review the guidelines presented in EO 13186. If FRA has not already done so, the Service recommends that FRA work with the Service as part of the planning process to prepare a Memorandum of Agreement with the Service to implement those guidelines.

The Service recognizes that some birds may be killed, even if all reasonable measures to avoid it are implemented. To minimize impacts to migratory birds during the breeding season, the Service recommends that FRA identify important bird areas, hawk watch sites, and consult the breeding bird atlas along the proposed corridor. Specific avoidance, minimization, and conservation measures should be included in the Tier II DEIS; i.e., no clearing of vegetation should occur for the proposed project between March 31 to July 15.

Depending on the circumstances, the Service's Office of Law Enforcement may exercise enforcement discretion. The Service focuses on those individuals, companies, or agencies that take migratory birds with disregard for their actions and the law, including when conservation measures have been developed but are not properly implemented. The Service recommends that the applicant visit the Service's Migratory Bird website (2013b) for more information.

Specific Comments

There will be both short-term and long-term effects on the refuge environment if the railway is expanded within the zone of influence of refuge lands. The following provides specific comments regarding refuge lands in Maryland, Pennsylvania, and Connecticut.

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[3] Additional information regarding bald eagles may be found on the Service's website at http://www.fws.gov/northeast/ecologicalservices/eagle.html

[4] Take is defined under the MBTA as "to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, offer for sale, sell, offer to barter, offer to purchase, purchase, deliver for shipment, ship, export, import, cause to be shipped, exported, or imported, deliver for transportation, transport or cause to be transported, carry or cause to be carried, or receive for shipment, transportation, carriage, or export, any migratory bird, any part, nest, or eggs of any such bird, or any product." (Service MBTA website).

Maryland. Alternative 3 will impact approximately 60 acres of the Patuxent Research Refuge (Patuxent) in Laurel, Maryland. Patuxent was established by Executive Order 7514, dated December 16, 1936, to serve "as a wildlife experiment and research refuge." An additional purpose for Patuxent was established by Executive Order 11724, dated June 27, 1973, "to effectuate further the purposes of the Migratory Bird Conservation Act." The Migratory Bird Conservation Act of 1929, 16 U.S.C. 715, was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for perpetual reservation for birds.

A significant portion of the potentially affected area was established as refuge land by Public Law 101-519 (the Military Construction Appropriations Act, 1991). Public Law 101-519 transferred property from the Department of Defense to the Department of the Interior, adding 8,100 acres of land to Patuxent in 1991 and 1992. Section 126 of this law states that:

> "....the Secretary of the Interior shall administer this property consistent with wildlife conservation purposes and shall provide for the continued use of the property by Federal agencies to the extent such agencies are using it on the date of the enactment of this act."

Public Law 101-519, Section 126(c) also states:

> "The Secretary of the Interior may not convey, lease, transfer, declare excess or surplus, or otherwise dispose of any portion of the property transferred pursuant to subsection (a) unless approved by law."

In addition, the Susquehanna National Wildlife Refuge and Garrett Island occur near the NEC Future Plan corridor at the mouth of the Susquehanna River. Both are satellite refuges managed by the Chesapeake Marshlands National Wildlife Refuge Complex (Complex). If Susquehanna River rail-crossing locations or corridors change, FRA should coordinate with the Complex to ensure adverse effects to these refuges are avoided.

Pennsylvania. The John Heinz at Tinicum National Wildlife Refuge protects the largest remaining freshwater tidal marsh in Pennsylvania. The refuge was established in 1972 for the purpose of preserving, restoring, and developing the natural area known as Tinicum Marsh, to promote environmental education, and to afford visitors an opportunity to study wildlife in its natural habitat. This marsh is now a vital feeding and resting place for birds migrating along the Atlantic Flyway.

Alternative 2, Figure 4-15 indicates the possibility for several impacts to the refuge. The rail segment appears to overlay portions of the refuge, which could negatively affect approximately 300 species of birds and other wildlife, and the Service's ability to manage a 145 acre wetland.

Connecticut. The Salt Meadow unit of Stewart B. McKinney National Wildlife Refuge was Connecticut's first national wildlife refuge when it was acquired by private donation in 1971 under authority of the Migratory Bird Conservation Act. The land was donated to protect the wetlands, perpetuate the property as a wildlife sanctuary, and provide opportunities for environmental awareness. The unit has since been designated as an Important Bird Area by the National Audubon Society.

The existing rail line bisects the Salt Meadow unit in the portion of the salt marsh on the west side of the Menunketesuck River. The rail line follows the refuge boundary to the south on the east side of the Menunketesuck River in Westbrook, Connecticut. The rail line runs through a large tidal wetland complex associated with the Menunketesuck and Patchogue River. This salt marsh provides a nursery area for many fish species of the Long Island Sound as well as passage for migratory fish. Additionally, the salt marsh provides a rich habitat for crustaceans, mollusks, amphibians, insects, reptiles, and fish. The abundance of prey species attracts a large number of migratory birds that use the salt marsh for resting, foraging, and breeding habitat. A number of these birds are listed as species of conservation concern by the State of Connecticut. In addition, the upland that borders the rail line on the east side of the Menunketesuck River is one of the last and oldest maritime hardwood forests in Connecticut. This habitat is one of the least represented habitats in the State.

For contact information regarding the Service's Ecological Services (ES) Field Offices and/or National Wildlife Refuges (Refuges) in the NEC Future Plan corridor, please refer to the Service website for the Northeast Region. You may contact Glenn Smith or Alex Hoar (ES) or Noah Kahn (Refuges) in the Service's Northeast Regional Office. Mr. Smith is available at 413-253-8627, or Glenn_S_Smith@fws.gov, Alex Hoar is available at 413-253-8631, or Alex_Hoar@fws.gov, and Noah Kahn is available at 413-253-8542, or Noah_Kahn@fws.gov.

We appreciate the opportunity to comment on the Tier 1 DEIS for the NEC Future Plan.

Sincerely,

Lindy Nelson
Regional Environmental Officer

NEC DEIS Comments - RECORD #987 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Delisa

Last Name : Dolan

Stakeholder Comments/Issues :

I am completely againist a new rail. It would disrupt our beautiful scenery. There is little preserved areas left. The old rail needs to be fixed and updated to run more efficiently. No new rail!

The next speaker is Austyn Dolce.

MS. DOLCE: Hi. I'm Austyn Dolce, and I'm a student at UConn Greater Hartford campus, and I work with ConnPIRG.

As a student, because of how Connecticut is, it is very difficult to go anywhere without a car. Many people are dependent on a car, and as a young adult or as a student, without a car, especially from the Greater Hartford campus, getting anywhere is very difficult. Right now it is the perfect opportunity to have this change go into action.

Also it was said before about people in the northeast corner of Connecticut. It seems that there is a connection between the northeast corner and other areas of Connecticut, even with jobs. People who may not be able to find a job in their community could then find one somewhere else and get to it. The commute would be shorter and financially that would be beneficial for them.

So overall something like this really can be beneficial financially for individuals, for the environment, and it can keep people in Connecticut and even bring new people into Connecticut. Thank you.

HEARING OFFICER SIEGEL: Thank you.

NEC DEIS Comments - RECORD #2107 DETAIL

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

Dear Federal Rail Administration,

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

I served this college for five years and it is one of the better-kept jewels both in Connecticut's college and university sector, and in its arts community. Alternative 1 would decimate the historic Sill House on the campus, and cut through a notable historic district.

I am in favor of an updated train tracking system, but Alternative 1 is definitely not the way to go.

So the first speaker is Bruce Donald.

MR. DONALD: Hello everybody. My name is Bruce Donald. I'm the president of the Farmington Valley Trails Council. I'm also the appointed Chairman of the Connecticut Greenways Council, and I'm the Chair of the Connecticut Committee of the East Coast Greenway. I do have some brief comments here.

Complete Streets policies are well known to us. They attempt to ensure that the use of all public rights-of-way are designed and operated to provide a safe, accessible, connected means of transportation for all multimodal users. Increasingly, active transportation has become a bigger part of that.

One of the things I wanted to talk about today is something called Complete Corridors. I harp on the issue of connectivity all the time when I speak. Safety, health, economic development and quality of life are critically important in our communities, but it is safe, convenient and efficient point-to-point connections between home, school, work, recreation and shopping that make things work in the real world.

Our existing transportation network must include all transportation modes to create comprehensive connections. The ability to bring a bike on a train and importantly to have bicycle racks and storage areas in train stations is crucial to building this multimodality. I urge you to create a policy that includes not just "consideration" but actual planning and design for these facilities in both reconstruction and new construction projects. This would hopefully include multi-use trails within such corridors as well, and what I mean by that, of course, is Rail-With-Trail.

Connecticut is an interesting state, although we have exactly zero miles of Rail-With- Trail. It doesn't exist in this state. This would go a long way toward working on that. By creating an integrated network of rail, we will reduce road traffic congestion by improving mobility options and therefore improve the general quality of life for our communities.

On behalf of the Connecticut Greenways Council, the Farmington Valley Trails Council and the East Coast Greenway Alliance, we hope to see an adoption by Amtrak of this or similar policies in Connecticut to direct decision makers to consistently plan, design, construct, operate and maintain railroads to accommodate all users as described above, in order to allow them to travel safely and independently from point to point. Thank you.

HEARING OFFICER SIEGEL: Thank you. All right. You did a nice job timing-wise too. So there you go.

NEC DEIS Comments - RECORD #2168 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Ken

Last Name : Dorros

Stakeholder Comments/Issues :

I am an alumnus of The Lyme Academy. The idea of DESTROYING the campus of this unique gem is beyond my comprehension. And to devastate the beautiful town of Old Lyme is equally absurd. Please DO NOT PROCEED WITH THIS INSANE PLAN. Thank you.

NEC DEIS Comments - RECORD #2330 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Steve

Last Name : Dosh

Stakeholder Comments/Issues :

.. NEC future ? What ever . It i spretty built out already although NYC needs new tunnels . Do high speed rail out West somewhere it will make a positive difference , there is no real environment (desert) and AMTRAK ® will not be competing with http://www.megabus.com . us /s a guy in Hawai'i and his ohana •

NEC DEIS Comments - RECORD #148 DETAIL

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

Since I cannot attend the NEC FUTURE public hearing in Hartford CT in person, I am sharing my comments online:

1. Continue expansion & enhancement of bicycle roll-on/roll-off service throughout the Northeast Corridor (especially between New York and Boston) and also in Hartford CT. (Amtrak announced a pilot program for the Vermonter line, which serves Hartford, but I haven't seen this implemented. See last few lines of https://www.adventurecycling.org/about-us/media/press-releases/amtrak-launches-new-roll-on-bicycle-service/).

2. "Complete Corridors": Amtrak should always give proper consideration to sharing their corridors with bike/walk trails, especially when building new river bridges.

3. Improve bicycle parking at stations owned and/or managed by Amtrak, and for other stations, work with the pertinent parties to improve bicycle parking.

NEC DEIS Comments - RECORD #63 DETAIL

Status : [redacted]
Record Date : 12/10/2015
First Name : Keegan
Last Name : Dougherty
Stakeholder Comments/Issues :

To Whom it May Concern,

The December 9th presentation at the Back Bay Events Center did a fantastic job elucidating the key differences in investment levels and benefits of each NEC plan.

I would like voice my support for improvements to rail lines that abut the coastline that will be made more vulnerable to storm surge from our rising seas. Aside from alleviating choke points and developing more frequent service, this to me is the most immediate concern.

In future documents or follow-up research, I would like to see a projected market analysis for increased ridership that includes cost per ticket. Current pricing & speeds of train travel are not competitive with driving, and frequently I choose to drive to New York, Philadelphia and DC (from Boston) as a result.

To become a driver of regional economic, train travel needs to be affordable as well as efficient.

Thank you.
Keegan Dougherty
[redacted]
Boston, MA 02134
No affiliation

Sent from my iPhone

NEC DEIS Comments - RECORD #1482 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Scott and Wendy

Last Name : Douglas

Stakeholder Comments/Issues :

My wife and I are appossed

NEC DEIS Comments - RECORD #960 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Wendy

Last Name : Douglas

Stakeholder Comments/Issues :

This is ridiculous! You will spoil a pristine area! I am highly apposed!

NEC DEIS Comments - RECORD #358 DETAIL

Status : [redacted]

Record Date : 1/28/2016

First Name : Spiro

Last Name : Dounis

Stakeholder Comments/Issues :

I am strongly opposed to Alternative 3 Amtrak extension into Garden City. This would severely impair property values and create even more noise pollution beyond the 2 main train lines that already run through town.

NEC DEIS Comments - RECORD #2350 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Chris

Last Name : Dowd

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2286 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : M

Last Name : Dowdye

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #368 DETAIL

Status : [redacted]

Record Date : 1/29/2016

First Name : Torrance

Last Name : Downes

Stakeholder Comments/Issues :

Please include the attached memorandum in the file of comments for the Tier 1 Draft EIS.

J. H. Torrance Downes

Senior Planner

Lower CT River Valley Council of Governments

Connecticut River Gateway Commission

145 Dennison Road
Essex, CT 06475
Phone: 860-581-8554
FAX: 860-581-8543
www.ctrivergateway.org

Chester
Deep River
East Haddam
Essex
Haddam
Lyme
Old Lyme
Old Saybrook

MEMORANDUM TO: Federal Railroad Administration (FRA)
MEMORANDUM FROM: J. H. Torrance Downes, Senior Planner
Lower Connecticut River Valley Council of Governments
Connecticut River Gateway Commission
DATE: January 29, 2016
SUBJECT: Comments on Option 1, NEC Future Tier 1 Draft EIS

This memorandum is submitted on behalf of the Connecticut River Gateway Commission and its member towns Old Saybrook and Old Lyme to express strenuous opposition to Alternative 1 which would estalblish the high speed rail corridor through the shoreline of Connecticut in the area of the lower Connecticut River. Alternative 1 will cause significant damage to historical resources dating back to the first English settlements in Connecticut and to the unique environmental resources of the lower Connecticut River. Those environmental resources have received international, national, state, regional and local accolades. To damage or impact those celebrated estuarine resources in any way is short-sighted and makes little sense

It is the opinion of the Connecticut River Gateway Commission that any efforts to construct a new railroad bridge and its approaches between Old Saybrook and Old Lyme and to develop a right-of-way as summarized in Alternative 1 of the Tier 1 Draft EIS should be discontinued with the other two alternatives being likely more feasible and explored more seriously as the NEC Future planning process moves forward.

As codified in Section 25-102a of the Connecticut General Statutes, the lower Connecticut River Valley in the area of the possible new bridge crossing was found by the Connecticut General Assembly "…. *to possess unique scenic, ecological, scientific and historic value contributing to public enjoyment, inspiration and scientific study, that it is in the public interest that the provisions of this chapter be adopted to preserve such values and to prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens* (emph.added)….". The provisions of this chapter were adopted by each of the eight member municipalities, including Old Lyme and Old Saybrook.

In order to accomplish this important mission, the General Assembly and the eight member towns established the Commission to act in a regional capacity to preserve the values described above and to "…*prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens*…". The Commission has been doing so for the past 42 years.

The Gateway Commission accomplishes this mission through the adoption of zoning standards designed to minimize the visual impact of development within the Gateway Conservation Zone which encompasses the hillsides of the river valley up to the first ridge. The Commission also has the ability to acquire conservation easements and fee-simple land within the river valley to accomplish the same protective goal. Since its inception in 1974, the Gateway Commission has participated in the protection of over 1,000 acres of land for purposes of visual and ecological preservation.

NEC DEIS Comments - RECORD #2413 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Rachel

Last Name : Dowty Beech

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2973 DETAIL

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

Question: WHO exactly needs/is pushing for this? I personally don't know anyone whose quality of life is reduced by taking an extra half hour on the train. In fact, I know few people who travel this route regularly, for business purposes, mainly because of the cost. I remember living in New Haven, and paying $8.10 for a round trip ticket to GCT. It stopped at nearly every station, and they ran nearly continuously. You knew that it would take two hours when you got on the train. Now, there are many fewer stops, and the cost is prohibitive. I can guess that the consumer cost will skyrocket after these "improvements".

The concept of a connection between Long Island and Connecticut is not new. I found an old newspaper in my house with an article describing a series of bridges and tunnels connecting Eastern Connecticut and Eastern Long Island. I comes up now and then, and always gets shot down, because no one wants it to dump off in their town! Again, WHO, exactly, wants this?

These plans sound like some off the ideas Robert Moses had back in his day.

NEC DEIS Comments - RECORD #912 DETAIL

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

Dear NEC Future,

I have two fundamental concerns about your Draft Tier 1 EIS for the Northeast Corridor:

1) This report presents a false set of alternatives. True alternatives (invest in road, invest in rail, invest in air, invest in some combination, or invest in none and accept the regional gridlock) would allow the public to compare different modes and the amount of investment required to satisfy projected needs. This multimodal analysis would focus on the projected regional transportation problems and the ability of targeted investments to solve these problems. This mutlimodal analysis would enable the public to consider the "broad impacts of an investment program" as is required for a Tier 1 analysis.

Instead, the NEC Future Draft EIS presents the same alternative with different levels of funding. The level of federal funding should not be considered as part of the environmental review process. This report sets a dangerous precedent of modal agencies tacitly lobbying the federal government for funding using the environmental review process. Although I appreciate the practical limitations of multimodal transportation assessments in the United States, the FRA has made no effort to collaborate with the FHWA or FAA to develop a multimodal investment alternatives for the Northeast Corridor.

Without a multimodal approach to the analysis, the NEC Future Draft Tier 1 EIS does not present any alternatives (other than the three separate northern routes for the system in Alternative 3). The Draft EIS identifies a series of projects, which when combined into three investment levels (the faux 'Alternatives'), yield three levels of investment for a single alternative. When issuing its record of decision, the FRA should acknowledge that all three alternatives may be publicly-preferred depending on the other modal investments in the region. For example, if the regional highway system is not expanded, the rail system may be an effective investment in intercity capacity, and vice versa (even at the same level of funding).

Given this exceptional limitation of the process, I would also like to emphasize my concern with one of the selected 'alternatives':
2) Alternative 3 is a bad alternative. The third alternative costs roughly 150% more than the second alternative with only a modest increase in ridership and other benefits. This result is largely an artifact of NEC Future's demand assumptions. This poor benefit-cost ratio seems like an effort (accidental or intentional) to push the final record of decision toward Alternative 2 (the 'compromise' solution) when in fact additional alternatives between 2 and 3 would be more desirable for the public. In my opinion, NEC Future should reevaluate its assumptions for Alternative 3 and consider one or more alternatives in between Alternatives 2 and 3 which have a more reasonable benefit-cost ratio.

I appreciate the considerable amount of work invested in this Draft Tier 1 EIS, and I hope that you will accept my comments as a genuine concern for the region and the FRA's long-term interests. Best,

Patton Doyle
Master of Science in Transportation, 2016
[redacted]

NEC DEIS Comments - RECORD #1624 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : David

Last Name : Kovach, P.G

Stakeholder Comments/Issues :

Please see attached letter from the Delaware River Basin Commission regarding the potential reviewability and required approval of the NEC FUTURE project by the Delaware River Basin Commission.

David Kovach, P.G.
Project Review Section Supervisor
Delaware River Basin Commission
25 State Police Drive
West Trenton, New Jersey 08628
P: 609-477-7264
David.kovach@drbc.nj.gov

Attachments : 02-12-2016-NEC_FUTURE_ARL.pdf (895 kb)

Delaware River Basin Commission
DELAWARE • NEW JERSEY
PENNSYLVANIA • NEW YORK
UNITED STATES OF AMERICA

Delaware River Basin Commission
25 State Police Drive
PO Box 7360
West Trenton, New Jersey
08628-0360
Phone: (609) 883-9500 Fax: (609) 883-9522
Web Site: http://www.drbc.net

Steven J. Tambini, P.E.
Executive Director

February 12, 2016

Via Email to comment@necfuture.com

Rebecca Reyes-Alicea, NEC FUTURE Program Manager
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

SUBJECT: NEC FUTURE Project
Tier 1 Draft Environmental Impact Statement
Northeast Corridor rail line from Washington D.C. to Boston, MA

Dear Ms. Reyes-Alicea:

The Delaware River Basin Commission (DRBC or Commission) has reviewed the Tier 1 Draft Environmental Impact Statement (Draft EIS) for the proposed NEC FUTURE project (the project) The purpose of this letter is to inform you that because of the proposed location of the various Alternatives included in the Draft EIS in the States of Delaware and New Jersey and the Commonwealth of Pennsylvania relative to a recreation area designated in the Commission's Comprehensive Plan, and potential impacts to wetlands, a portion of the project may be reviewable under Section 3.8 of the Delaware River Basin Compact.

Approximately 90 miles of the Northeast Corridor rail line from Washington D.C. to Boston, MA is located within the Delaware River Basin and under certain proposed Alternatives, may traverse the John Heinz National Wildlife Refuge in Philadelphia and Delaware County, Pennsylvania. The John Heinz National Wildlife Refuge was incorporated into the Commission's Comprehensive Plan as a recreation area in July 2001. In accordance with Section 3.8 of the Delaware River Basin Compact, P.L. 87-328 (1961), and implementing regulations; specifically, Section 2.3.5 A.10 of the Commission's *Rules of Practice and Procedure (RPP),* 18 C.F.R. § 401.35 (10), provides for the review of bridges and highway projects that "pass in, on, under or across an existing or proposed ... recreation project area as designated in the Comprehensive Plan ...."

In addition to the Alternatives location relative to a recreation area, additional aspects of the project within the Delaware River Basin may also require review and approval by the DRBC. Reviewable aspects of the proposed project may also include water withdrawals, discharges, wetland disturbance and special use permits for bridges and railroads in floodways. Review criteria for these are provided below:

Withdrawals and Interbasin Transfers:

a. The RPP provides that Section 3.8 review and approval are required for daily average

gross water withdrawals – whether from surface water or groundwater – of more than 100,000 gpd during any 30 consecutive day period. No approval is required for a daily average gross withdrawal that does not exceed 100,000 gallons over any 30 consecutive-day period. *See* RPP §§ 2.3.5 A 2. and 3.

b. If 100,000 gpd or more of water is to be imported – i.e. drawn from a source (or sources) outside the Delaware River Basin for use within the Basin – or exported – i.e., drawn from a source (or sources) within the Basin for use outside it, then DRBC review and approval are required in accordance with the Water Code (WC) and the RPP. *See* WC § 2.30 and RPP §§ 2.3.4 A.16. and 17.

Discharges

a. The RPP provides that facilities for the direct discharge of industrial wastewater to surface or ground waters of the basin are subject to Section 3.8 review and approval; however facilities designed for the direct discharge to surface or ground waters of industrial waste having design capacities of less than 10,000 gpd in the drainage area of Special Protection Waters or less than 50,000 gpd elsewhere in the basin do not require review. See RPP § 2.3.5 A.5.

Wetlands

a. The RPP provides that the draining, filling, or otherwise altering marshes or wetlands when the area affected is 25 acres or greater are subject to Section 3.8 review and approval.

Floodplain Regulations

a. If the project is determined to be reviewable under Section 3.8, a special use permit is required for the construction of facilities within a floodway in accordance with Section 6.3.4 of the Commission's Floodplain Regulations.

As we are unaware of the specific environmental impacts of the proposed project and how the project may conflict with or impair the Commission's Comprehensive Plan, the Commission requests that a pre-application meeting be scheduled with the DRBC to discuss the proposed project in detail and any Commission reviewable aspects. If the project is determined by the Commission to be a reviewable project, the project sponsor will be required to submit an application for review. Please be advised that the Commission meets four times per year and projects such as these can only be approved at one of these meetings after a public hearing. Additionally, you should file the application for the project a minimum of six to nine months prior to projected initiation of construction activity to allow adequate time for Commission review and processing. If the project is subject to Commission review, there shall be no substantial construction activity thereon, including preparation of land, unless and until the project has been approved by the Commission.

If you have any questions, please contact me by telephone at 609-477-7264 or via email at david.kovach@drbc.nj.gov

Sincerely,

David Kovach, P.G.
Project Review Section Supervisor

NEC DEIS Comments - RECORD #1500 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Riley

Last Name : Driscoll

Stakeholder Comments/Issues :

Please don't build a railway here

NEC DEIS Comments - RECORD #2793 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Baylee

Last Name : Drown

Stakeholder Comments/Issues :

To whom it may concern,

Please do not advance alternative 1. It will decimate the heart of our community in Old Lyme. A little faster trip is not worth tearing about our historic district, or damaging our local ecosystem. Please look into improving the current location of the rail line.

Sincerely,

Baylee Rose Drown

Upper Pond Farm

NEC DEIS Comments - RECORD #1600 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

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

The laws that established National Wildlife Refuges state that the land should not be used for purposes other than conservation. Any loss of Refuge land to a transportation corridor would set a disturbing precedent for our country's precious network of wildlife refuges.

Patuxent Wildlife Refuge is the wrong place for the new rail line.

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

Sincerely,

Jennifer Ann Druding
[redacted]
Gambrills, Md. 21054-1001
[redacted]

NEC DEIS Comments - RECORD #1597 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

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Sincerely,
Jennifer Ann Druding
[redacted]
Gambrills, Md. 21054-1001
[redacted]

NEC DEIS Comments - RECORD #2616 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Joseph

Last Name : Drummond

Stakeholder Comments/Issues :

As a resident of Old Lyme Connecticut I am writing to express my opposition to alternative 1. This new segment of track would bisect our small downtown area and impact both the ecosystem and traffic flow of our town.

NEC DEIS Comments - RECORD #2532 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Kira

Last Name : Drummond

Stakeholder Comments/Issues :

Although I support investment in improving our northeast corridor rail service, I am strongly opposed to Alternative #1 as a proposed rail investment option. It will devastate the center of Old Lyme, our small community, is dangerous being located to close to an area of high, young pedestrian traffic, and damages unique environments and historic buildings.

NEC DEIS Comments - RECORD #1064 DETAIL

Status : [redacted]
Record Date : 2/12/2016
First Name : L. Albert
Last Name : Loyola
Stakeholder Comments/Issues :

From: Loyola, Albert (DelDOT) [mailto:Albert.Loyola@state.de.us]
Sent: Friday, February 12, 2016 11:59 AM
To: Reyes-Alicea, Rebecca (FRA)
Cc: Potts, Kennard
Subject: DTC Comments on EIS

Rebecca,

Attached please find our comments on the NEC Future T1 EIS. A hard copy will be mailed to you. Let me know if you have any questions. Have a great long weekend!!

Thank you.

L. Albert Loyola, Deputy Chief Performance Officer-Administration
Delaware Transit Corporation
119 Lower Beech Street
Wilmington, DE 19804
302-576-6040
Albert.Loyola@state.de.us<mailto:Albert.Loyola@state.de.us>

Attachments : DTC Comments on EIS.pdf (147 kb)

900 Public Safety Boulevard
Dover, DE 19901-4503
(302) 739-3278

DART
Delaware Transit Corporation

119 Lower Beech Street, Suite 100
Wilmington, DE 19805-4440
(302) 577-3278

February 12, 2016

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

Re: Draft Environmental Impact Statement for the Northeast Corridor

Dear Ms. Reyes-Alicea:

The Delaware Transit Corporation (DTC) appreciates the opportunity to comment on the Federal Railroad Administration's NEC Future Tier 1 Draft Environmental Impact Statement (EIS). Delaware is fully committed to the process of comprehensive planning for regional renewal and development of the Northeast Rail Corridor. The draft EIS provides policy-makers with a thorough analysis and options for investment to sustain and expand rail services in the Northeast Corridor during the 21st Century.

Having no regularly scheduled airline service in the state, Delaware heavily depends on the Amtrak and SEPTA services at the Wilmington Biden Station. The Wilmington station is the 11th busiest stop in Amtrak's national system, and the rail services are an essential component of the state's economic growth.

In 1989, DelDOT reinstated commuter rail services to Wilmington after a 7-year absence. Regional rail services are provided under contract with the Southeastern Pennsylvania Transportation Authority (SEPTA). Initially, the SEPTA served only Claymont and Wilmington; Newark and Churchman's Crossing were later added. During the early years, the service transported under 250,000 annual trips. In 2015, SEPTA transported 1,259,103 Delaware trips. The SEPTA service leads DTC transit services in cost recovery, and serves as focal point for transit oriented development.

The draft EIS mentions the DelDOT contracted SEPTA service in Chapter 5, but fails to list the service in Table 5-10, "Annual Passenger by Regional Rail Service Provider (2006 and 2012)". Delaware's ridership is reported as part of SEPTA's data. Although the draft EIS reflects considerable research and analysis, the success of Delaware's service may have been overlooked. It is important to note that while SEPTA will continue to be Delaware's provider for regional rail, other providers may assume responsibilities at some point in the future.

DelDOT is currently investing heavily in its 22-mile commuter rail system in New Castle County. A rail choke that is listed in the draft EIS is currently in the construction phase. The $51

million Third Track is anticipated to be completed in 2018. The improvement will increase speeds for inter-city services, and permit expansion of commuter trains.

The Newark Regional Transportation Center will expand services, and relieve rail traffic congestion in the state's second largest city. The new facility is adjacent the developing 422-acre Science, Technology and Research campus affiliated with the University of Delaware. This $40 million project will be completed in late 2018. The Claymont Regional Transportation Center is in the design phase, and is planned to be on line by 2020. There are also active plans for a Newport train station in the future. These investments reflect Delaware's commitment to expand capacity, increase customer convenience and enable system growth on its contracted regional rail system, and should be acknowledged in the EIS.

While DTC does not have specific views of No Action Alternatives and Options 1-3 presented in the EIS, it will be important for subsequent EIS investigations and in the Service Development Plan, to develop a collaborative financial plan. Delaware, like most NEC states, does not have long-range funding available to participate in construction of large system projects. The NEC will require substantive federal participation, as well as new sources of revenue, to support the options presented in the EIS. As the EIS notes, no development plans can begin to be implemented until the State of Good Repair is accomplished. Further deferring of critical infrastructure renewal threatens to curtail present levels of service, and such an outcome is unacceptable.

Finally, additional consideration should be given to Options 2 and 3 of the EIS that suggests a planned alignment of new tracks south of the Wilmington Biden Station. We take exception to this plan, and believe that a thorough review of the historic Wilmington station should be undertaken, as well as possible design of new approaches to the station before planning a new alignment. It is assumed that the suggested alignment would be on or near the Norfolk Southern Shellpot Branch. These tracks cross environmentally sensitive areas. We recommend further investigation of this alignment prior to adopting these options.

I look forward to continuing to work with the NEC Future team as the plan moves forward.

Sincerely,

L. Albert Loyola
Deputy Chief Performance Officer

LAL:ml
cc: John T. Sisson, CEO
Luther Wynder, CPO

NEC DEIS Comments - RECORD #1594 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Brian

Last Name : Donaldson

Stakeholder Comments/Issues :

Saying no to the expansion through Maryland state parks.

Patuxent research refuge's land transfer is very specific and this would break the agreement.

NEC DEIS Comments - RECORD #364 DETAIL

Status : [redacted]
Record Date : 1/29/2016
First Name : Brett M.
Last Name : Donelan
Stakeholder Comments/Issues :

Hello - My name is Brett Donelan and my family and I live on Long Island at [redacted] in Garden City, NY.

We are very much opposed to the high-speed Amtrak train running through our quiet, little town. Please keep in mind allowing this high-speed train to go through Garden City has the potential to ruin our little town.

I can be reached at the number below if you have any questions.

Thank you for your consideration,
Brett

Brett M Donelan
[redacted]
Investment Banking | [redacted]
[redacted] | 10010-3629 New York | United States
Phone + [redacted]
brett.donelan@[redacted]<mailto:brett.donelan@[redacted]> | [redacted]
[redacted]<http://[redacted]/>

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Please access the attached hyperlink for an important electronic communications disclaimer:
http://[redacted]
==========

NEC DEIS Comments - RECORD #778 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : James

Last Name : Donovan

Stakeholder Comments/Issues :

It would seem to me that the best approach in developing a NORTHEAST corridor would be the buying and owning the right-of ways in this area. This would help move any leasing issues and free up any improvement of equipment or fast tracking future development. While I understand the cost, wouldn't be best for the public to have a dedicated system for all American to use. One might it best in National interest , Defense or even disaster .

NEC DEIS Comments - RECORD #2617 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Maria

Last Name : Dornfried

Stakeholder Comments/Issues :

I live in Lyme CT and cannot believe that you would consider violating the town of Old Lyme for a train. The houses and properties are historic and create a charm that cannot be duplicated. Please reconsider Alternative 1.

NEC DEIS Comments - RECORD #271 DETAIL

Status : [redacted]
Record Date : 1/25/2016
First Name : Philip
Last Name : Duarte
Stakeholder Comments/Issues :

I am in support of the secondary spine as well as bring the currect NEC up to a good state of repair.
I feel the inland second spine makes sense for redundancy and for growing other markets and not just those that are
already on the NEC.

Thank you

Philip Duarte
Coventry, RI

NEC DEIS Comments - RECORD #3005 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Joseph

Last Name : Dubee

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1533 DETAIL

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

If we have learned nothing else, taking private land for public "improvement" should be a decision that is extensively and in an honest and completely open manner. This has not been the case as it was only made known to the very town that has the greatest impact just recently. Shame on those trying to bully their way through. The option which cuts through Old Lyme iwould decimate a beautiful small town that already deals with ills of interstate 95 in addition to a train route.

NEC DEIS Comments - RECORD #293 DETAIL

Status : [redacted]

Record Date : 1/26/2016

First Name : Julie & Bill

Last Name : Dunbar

Stakeholder Comments/Issues :

This proposed plan to re-route the train through Old Lyme center, which is a historic town, would be a crime especially when elevation could be done on the present tracks.

NEC DEIS Comments - RECORD #3033 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : H.

Last Name : Duncan

Stakeholder Comments/Issues :

It seems like the money would be better spent on maintaining the existing tracks and bridges since there is already a train running through the area. The high cost and environmental damage are not going to justify a somewhat faster way to get to Boston. Ruining historic cities in CT is irreparable damage to our state and should not be allowed to happen.

NEC DEIS Comments - RECORD #928 DETAIL

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

Dear Ms. Braegelmann:

I am writing to oppose Alternate 3 of the Northeast Corridor rail plan. (Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA)

Patuxent Wildlife Refuge encompasses pristine stream, wetland, riparian and forest habitats that are critical to a number of at-risk bird species.
Alternate
3 would destroy this invaluable wildlife habitat in a region of Maryland where development has already taken an immense toll on natural resources.

As an avid birder and resident of Washington, DC, I am well aware of how important Patuxent Wildlife Refuge is in a region that over the past few decades has seen so many natural habitats ruined and replaced by strip malls and highways.

While I appreciate the need for the expansion of rail in the Northeast corridor, there are alternatives that would avoid this environmental destruction. Please do not make a decision that would destroy a national wildlife refuge which provides vital habitat birds and other creatures.

Sincerely,
Amelia Dungan
[redacted]
Washington, DC 20002

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

NEC DEIS Comments - RECORD #2507 DETAIL

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

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1020 DETAIL

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

Steve Dunham
[redacted]
Fredericksburg (Spotsylvania), Va. 22407

Thank you for the opportunity to comment on the NEC Future Tier 1 Draft Environmental Impact Statement.

I attended a public session in Washington in December; the presentation and people were helpful and informative.

Here are my comments:

1. I welcome the idea of Metropolitan service. I travel on the Northeast Corridor a few times per year, always on personal trips. The Amtrak intercity fares are expensive, apparently geared to business travelers. I am always traveling on a budget. Furthermore, I often transfer to the North Jersey Coast line at Rahway, after transferring to NJ Transit. Maybe Rahway, being an important junction, would be served by Metropolitan trains. I would like that.

2. I don't think it's necessary to relocate the main Philadelphia and Baltimore stations. I have used both stations many times, and I think they are close enough to the centers of the cities that it is not worth the expense of moving them a mile. In Philadelphia, particularly, development has been expanding west from Center City, with one or more skyscrapers popping up near 30th Street Station, so the city's center of gravity is shifting.

Thanks again for the public session and the opportunity to comment.

NEC DEIS Comments - RECORD #1985 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Hollis

Last Name : Dunlap

Stakeholder Comments/Issues :

I am writing this letter in opposition to alternative 1. What kind of "alternative" is it to destroy the heart of an historic small town with a rail line, when there is already a rail line close by? Is it really worth a few minutes of travel time to destroy the heart of a beautiful town? I find it hard to fathom that this could even be considered but obviously it is by someone; those considering alternative 1 obviously haven't spent any time there and don't realize what a beautiful little town it is. Please visit the town so you will actually have some idea of what a terrible idea alternative 1 is.

NEC DEIS Comments - RECORD #645 DETAIL

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

Dear Ms. Braegelmann:

I am writing to express my strong opposition to Alternate 3 of the proposed rail plan in our area. The proposal would seriously damage and degrade some of the precious few acres of wildlife habitat remaining in the eastern U.S. The fragile wetlands, stream, and forest are vital habitats to declining birds, reptiles, amphibians, and mammals, all at risk from many hazards including heavy development throughout our region. Patuxent is the last best place for them to survive, and we need to keep it for this high purpose, which no other land in the region can fulfill.

It's especially important to recognize the dependence of many wildlife species on large, intact habitat areas. A few acres here and there are not sufficient, as proven repeatedly by research into the declining biodiversity of many parks around the world. Each diminution of acreage is another small cut that reduces an area's value to flora and fauna. Patuxent Wildlife Refuge remains large and needs to stay that way if it is to serve its function of protecting viable wildlife and plant populations.

This purpose includes serving as a living laboratory for environmental research. Patuxent has been the site of many pivotal environmental studies including those that demonstrated the reproductive hazards posed by the synthetic pesticide DDT. Without Patuxent functioning as a healthy ecosystem, many more toxins would be in our streams and lakes, threatening human health as well as wildlife.

While rail transportation is important to support for environmental and economic reasons, please identify and follow another route that does not imperil the wildlife and environmental science values of Patuxent Research Refuge. The damage caused by the rail construction would be permanent and far reaching; an alternative route would be foresightful and beneficial to our region's economy, communities, and the living environment.

Best wishes, Julie

NEC DEIS Comments - RECORD #1255 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Tamara

Last Name : Dunlap

Stakeholder Comments/Issues :

Regarding the NE corridor proposed high apeed rail : please allow more time for public comment, discussion and information gathering for the effected communities involved.

NEC DEIS Comments - RECORD #1772 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : derek

Last Name : dunn

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2607 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Henry E.
Last Name : Dunn, III
Stakeholder Comments/Issues :

Dear Members of the Federal Rail Administration,

I earnestly oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of the Lyme Academy of Fine Art - a college of the University of New Haven.

Sincerely Yours,

Henry E. Dunn, III

NEC DEIS Comments - RECORD #2412 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Linda

Last Name : Duplessis

Stakeholder Comments/Issues :

There must be a better route than to destroy so much of the social, cultural and physical environment.

NEC DEIS Comments - RECORD #2238 DETAIL

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

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the beautiful campus of Lyme Academy College of Fine Arts of the University of New Haven. As an alumni I am proud of my university and do not want anything to harm it.

NEC DEIS Comments - RECORD #1998 DETAIL

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

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2391 DETAIL

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

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

Dear Ms. Braegelman,

As I concerned citizen and taxpayer in Maryland, I am writing to stress my deep concern about the proposal put forth in Alternate 3 of your rail plan.

My understanding is that a draft proposal for a new rail line on the Northeast Corridor from Baltimore to Washington, DC, includes destruction of a priceless wildlife habitat. The Patuxent Wildlife Refuge remains the largest forest block in central Maryland—one that is a haven for wildlife and central to the environment health of our region. We cannot afford to jeopardize its pristine stream, wetland, riparian and forest habitat. We cannot afford to dismiss the fact that the Refuge is critical to a number of at-risk bird species. It's integrity must be protected.

We have witnessed rampant development in this area already and seen countless green spaces swallowed up. If this action goes forward you would be responsible for slicing through 60 acres of the Patuxent Wildlife Refuge
and destroying over 60 acres of irreplaceable wildlife habitat. . Not only would this action take an immense toll on natural resources but also it would damage the ecological integrity of the largest remaining forest block in central Maryland. Audubon Maryland-DC has recognized this area as an Important Bird Area (IBA) because it provides critical habitat for several declining bird species.

The laws that established National Wildlife Refuges state that the land should not be used for purposes other than conservation. Any loss of Refuge land to a transportation corridor would set a disturbing precedent for our country's precious network of wildlife refuges. Please know that the growing number of citizen scientists in this country and in this state hope that you will engage in a careful review of this proposal. We hope that you will honor the letter of the Migratory Bird Conservation Act and respect the U.S. migratory bird treaty obligations that were set forth to protect this forested refuge established for the perpetual protection of birds.

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

Sincerely,

Anita Nowery Durel

[redacted]
John W. Durel, Ph.D.-Anita Durel, CFRE
[redacted] Baltimore MD 21209
anitadurel@[redacted]
johndurel@[redacted]
[redacted]

Visit [redacted] for fresh thinking about museums

NEC DEIS Comments - RECORD #1997 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Scott

Last Name : Durgin

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1115 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Marybeth

Last Name : durland

Stakeholder Comments/Issues :

No to the Amtrak route change through Old Lyme, CT.

NEC DEIS Comments - RECORD #1920 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Leila

Last Name : Dutton

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2057 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Bruce

Last Name : Dworak

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal. If enacted, it will ruin the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2045 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Frank

Last Name : Dworak

Stakeholder Comments/Issues :

I am opposed to alternative 1 of the Northeast Corridor Futures proposal because it will the campus of the Lyme Collage of Fine Arts of the University of New Haven

NEC DEIS Comments - RECORD #2459 DETAIL

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

Dear Ms. Braegelmann:

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

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland, habitat for several declining bird species, including Eastern whippoorwill, wood thrush, Kentucky warbler and prairie warbler.

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

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

Sincerely,

Elaine Dynes
[redacted]
Silver Spring, MD 20906