NEC FUTURE

A Rail Investment Plan for the Northeast Corridor

Comment Summary Report Appendix Part 2: E-K

July 2016

U.S. Department of Transportation

Federal Railroad Administration

COMMENT SUMMARY REPORT APPENDIX:

Comments Submitted on the Tier 1 Draft EIS

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

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

NEC DEIS Comments - RECORD #1775 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Katherine

Last Name : E

Stakeholder Comments/Issues :

No to Alternative 1.

By all means leave the shore line the way it is and divert the project along the 91 corridor and inland.

NEC DEIS Comments - RECORD #1596 DETAIL

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

Dear Federal Railroad Administration,

My name is Owen R. Eagan and I am writing to you as a concerned summer resident of the town of Old Lyme in New London County, Connecticut about your NEC FUTURE initiative.

While I appreciate the efforts to modernize and upgrade the Northeast Corridor rail-system, I feel that the plan should be adjusted to mitigate the negative environmental impacts to the ecosystems of New England, especially within the area of New London County.

As the NEC FUTURE's Tier 1 Draft Environmental Impact Statement notes <http://www.necfuture.com/pdfs/tier1_deis/c07_01.pdf>, the construction as it is currently proposed would result in "[m]ore than 250 acres of floodplain impacts and more than 60 acres of saltwater wetland impacts" in New London County. As these wetland and floodplain areas are important habitats for numerous species, including the threatened Snowy Egret <http://www.ct.gov/deep/cwp/view.asp?a=2723&q=326088&deepNav_GID=1655> and Great Egret <http://www.ct.gov/deep/cwp/view.asp?a=2723&q=326010&deepNav_GID=1655>, which I have often seen in the area, I feel that the Alternative 1 plan must be adjusted to preserve these environments. Moreover, the Alternative 1 plan possibly violates the Coastal Zone Management Act, and by that mark, it may be invalid in its current form.

I would like to thank your agency for its work to serve residents of the United States and to urge that the NEC FUTURE plan be adjusted to avert its negative environmental impacts in New England.

Thank you for your time.

Sincerely,

Owen R. Eagan

NEC DEIS Comments - RECORD #662 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Ajax

Last Name : Eastman

Stakeholder Comments/Issues :

To whom it may concern:

I am writing to strongly object to the plan to fragment the Patuxent Wildlife Refuge for a rail line slicing through this incredibly important, environmentally rich tract of land serving both protection for wildlife and a research area for the scientists at the Wildlife Refuge.

Please find a corridor for the rail line that does not fragment rare open space land.

Sincerely,

Ajax Eastman

[redacted]

Baltimore, MD 21212

[redacted]

NEC DEIS Comments - RECORD #374 DETAIL

Status : [redacted]
Record Date : 1/29/2016
First Name : Dennis
Last Name : Markatos-Soriano
Stakeholder Comments/Issues :

Friends,

Please find attached comments on the draft NEC EIS, submitted by the East Coast Greenway Alliance.

Thank you!

Eric Weis

--

Eric Weis, Trail Program Coordinator
East Coast Greenway Alliance
76 Dorrance St, ste 301
Providence, RI 02903
401-450-7155 (mobile)
greenway.org <http://www.greenway.org>
eric@greenway.org <mailto:eric@greenway.org>

Attachments : USDOT-FRA NEC EIS letter.pdf (193 kb)

East Coast Greenway ALLIANCE

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Kenneth Withrow, NC

Executive Director
Dennis Markatos-Soriano

January 29, 2016

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

RE: Tier 1 Draft Environmental Impact Statement

To Whom it May Concern:

The East Coast Greenway Alliance (ECGA) is the 501(c)(3) nonprofit organization spearheading development of the East Coast Greenway (ECG), a 2,900-mile trail system connecting cities from Maine to Florida for bicyclists and walkers.

The trails of the ECG system host over 10 million visits each year, for local trips to school and work, for running errands, for recreation, and more. The route as a whole is a tourism facility, empowering people to safely explore communities of the Eastern Seaboard in an environmentally sustainable manner.

Our supporters prefer to travel by rail with their bicycles when possible. For that reason, we were thrilled when last year Amtrak announced enhanced roll-on/roll-off service for bicycles on some trains between New York City and Miami. And we are excited to make comment on the Tier 1 Draft Environmental Impact Statement for the Northeast Corridor, with an eye on continued strides toward improved multi-modal transportation in the United States.

In this EIS, we ask that the FRA require Amtrak to:

1. Adopt an equivalent of "complete streets", which we call "complete corridors". Specifically, we believe that Amtrak should always give thorough consideration to sharing their corridors with bike/walk trails, especially when building new river bridges. "Rails-with-trails" are of growing importance in the U.S., enhancing pedestrian safety in the vicinity of railroads.
2. Continue expansion & enhancement of bicycle roll-on/roll-off service throughout the Northeast Corridor, especially between New York and Boston.
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.

Thank you very much for this opportunity. Transportation opportunities in the 21st century need to be multi-modal, to keep our country economically competitive and environmentally sustainable; inter-city rail service, walking, and bicycling must be key elements. We look forward to seeing the final version of this EIS late this year.

Sincerely,

Dennis Markatos-Soriano
Executive Director

NEC DEIS Comments - RECORD #2093 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Eileen

Last Name : Eder

Stakeholder Comments/Issues :

In addition to having very limited improvements for the future Alternative 1 plan, goes through sensitive marsh lands, both the Connecticut and Lieutenant rivers as well as Historic Old Lyme. THIS IS AS INTELLIGENT AS PUTTING A THRUWAY THROUGH CENTRAL PARK! A fantastic historical area and beautiful waterways would be forever destroyed.

February 10, 2016

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

Re: Comments on NEC Future Tier 1 Environmental Impact Study

To Whom it May Concern:

On behalf of Edison Properties, LLC, I am writing to commend the Federal Railroad Administration and its consultants on the content of the NEC Future Tier 1 Environmental Impact Study, specifically the identification of Secaucus Junction, in all three Action Alternatives, as a "hub station" where future intercity rail services would stop. Today, no Amtrak intercity passenger trains stop at Secaucus Junction.

We fully agree with the DEIS finding that intercity rail service stops at Secaucus Junction would fill a major gap in the connectivity of the Northeast Corridor. With stops at Secaucus Junction, easy rail connections could then be made from populous, northern Hudson County (including Hoboken) and from all the numerous markets served by NJ TRANSIT's Bergen County, Main and Pascack Valley lines as well as Metro-North's Port Jervis Line. This intermodal connectivity would make Northeast Corridor intercity rail service more accessible for hundreds of thousands of people living in communities in northern Jersey and adjacent New York counties of the Hudson River looking for increased business and leisure mobility.

Secaucus Junction is in the process of becoming even more connected to other local markets, expanding its role as a hub station. Construction of an expansion of its bus drop-off and pick-up area is nearly complete. It will be large enough to accommodate a future Bus Rapid Transit route. Moreover, as part of the Port Authority's decision-making leading to a commitment to replace the Port Authority Bus Terminal, consideration will be given in the sizing of the new facility to further expansion of bus transfer activity at Secaucus Junction, as a way to divert bus trans-Hudson trips away from the Lincoln Tunnel and the replacement bus terminal in Manhattan.

In addition, my company operates a 1,100 space park–ride adjacent to the Secaucus Junction station. This park-ride, which has proved very popular, is easily accessible via major highways from much of the same market areas served by the sub-region's commuter rail lines. My company has been contemplating both a substantial expansion of that park-ride (through the building of a deck) and related economic development on underutilized properties it owns nearby. The stopping of intercity trains at the Secaucus Junction "hub station" would stimulate economic development investment.

The Gateway project is the keystone to increasing significant rail capacity on the Northeast Corridor in the vicinity of the system's major chokepoint, the Hudson River tunnels. This is the keystone project for the DEIS' Alternative One's implementation. As your study has drawn to a close, I am sure it is as sobering to you, as it is to me, to think implementation of an obvious Northeast Corridor connectivity improvement must wait 15 years -- the current Gateway projection for introduction of new NEC capacity.

Therefore, my firm urges NEC Future to examine, in conjunction with Amtrak, within the Final Environmental Impact Study and NEC's subsequent Service Development Plan, the near-term feasibility of introducing intercity rail service stops at Secaucus Junction. We would welcome the opportunity to meet with Federal Railroad Administration staff to share our investment plans for the Secaucus Junction vicinity and to discuss how the initiation of this desirable improvement can be accelerated.

Sincerely,

Jerome Gottesman
Chairman

Cc: Hon. Anthony Coscia, Chairman, National Rail Passenger Corporation

NEC DEIS Comments - RECORD #665 DETAIL

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

On behalf of Edison Properties, LLC, I am writing to commend the Federal Railroad Administration and its consultants on the content of the NEC Future Tier 1 Environmental Impact Study, specifically the identification of Secaucus Junction, in all three Action Alternatives, as a "hub station" where future intercity rail services would stop. Today, no Amtrak intercity passenger trains stop at Secaucus Junction.

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how the initiation of this desirable improvement can be accelerated.

NEC DEIS Comments - RECORD #636 DETAIL

Status : [redacted]

Record Date : 2/9/2016

First Name : Julie

Last Name : Edmondson

Stakeholder Comments/Issues :

Hi

My husband Peter and I live in the Historic District of Old Lyme CT and I am strongly against changing the Amtrack Rail lines from the current location to the proposed new lines cutting through the heart of Old Lyme. This would not only affect the Historic District but also the vital commercial area of our small town.

We will fight against all the way!

NEC DEIS Comments - RECORD #1364 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Pamela

Last Name : Edson

Stakeholder Comments/Issues :

I oppose Alternative 1 to the Federal Rail Administration's proposed configuration of the new high speed rail between Washington, D.C. and Boston.

NEC DEIS Comments - RECORD #1412 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Alex

Last Name : Edwards

Stakeholder Comments/Issues :

Opposed to Alternative 1 for the higher speed rail.

Just make sure you give us your name nice and clear.

MR. EDWARDS: I'll try.

My name is Bruce Edwards. I'm the president of the Ronkonkoma Civic Association and thank you for holding this meeting.

As others have said - and I must thank Rich Murdocco for writing about this about two weeks ago - we were -- really no one would have known about this meeting. And I do think it's a problem that in a County of Nassau with three million residents and Suffolk with a million-and-a half residents that there's 50 people in the room to make a decision in such a short period of time.

I also feel the project is tremendous in scope and very light on actual information. You talk about some sort of overhead equipment but nothing is really concrete as to where it's going. There are no coordination with local government and I think the FRA has made a serious error in that.

After that article came out, I brought it to my local legislator and he had no clue that this was going on. And this is, Ronkonkoma is his district where the terminus before it heads north would be.

I really feel that the extension of the comment period needs to be done. A Suffolk County meeting would be, I believe, wise to let more people understand what's going on. It's -- and let the people decide whether this project should go forward or not. It's not fair to have such a small group make a decision for so many.

Thank you.

THE MODERATOR: Thank you.

NEC DEIS Comments - RECORD #77 DETAIL

Status : Pending

Record Date : 12/17/2015

First Name : Cliff

Last Name : Edwards

Stakeholder Comments/Issues :

Please consider population density along the shoreline connecting the biggest cities in Connecticut when planning future routes. Not only would hugging the shoreline along Connecticut be the more economical approach, it would serve a far greater number of cities and passengers. Running the line north through Hartford would not only promote sprawl in Connecticut but it would not solve the huge amount of congestion along the I-95 corridor.

One of the greatest advertisements for the service would be when a passenger was stuck in the horrible traffic on I-95, they would see a bullet train fly by at incredible speeds and at a reasonable price! They would ask themselves why they sit in traffic in their car.

NEC DEIS Comments - RECORD #1450 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Clare

Last Name : Edwards

Stakeholder Comments/Issues :

We are completely opposed to Alternative 1. It would do unimaginable damage to one of the most beautiful and historally important landscapes and villages in America.

NEC DEIS Comments - RECORD #2211 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Desiree
Last Name : Edwards
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 #1646 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Erica

Last Name : Edwards

Stakeholder Comments/Issues :

I find it hard to believe that building an entirely new rail system is more efficient than updating the existing one. What happens to the existing Amtrak if another similar rail system is implemented? Does it just go unused? This may sound like a good idea to people who aren't familiar with the CT shoreline, but this idea would forever change (and I my opinion, negatively impact) the beautiful shoreline and its residents. There must be an alternative..

NEC DEIS Comments - RECORD #1408 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Rachel

Last Name : Edwards

Stakeholder Comments/Issues :

My family is ABSOLUTELY against the Federal Rail Alternative 1. It would completely ruin the historic center of Old Lyme and destroy our town. We are strongly opposed to the plan and definitely Alternative 1.

NEC DEIS Comments - RECORD #1271 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Walter

Last Name : Eells

Stakeholder Comments/Issues :

The town of Old Lyme would be severely impacted by Alternate #1. We need time and a voice in this project.

NEC DEIS Comments - RECORD #2915 DETAIL

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

Dear FRA:
Please find attached a comment that I submitted online as well, however, readability may be enhanced submitting it as an attachment so I am doing so here. Thank you.
Paul

--
Paul Haven
Environmental and Energy Study Institute - Policy Fellow
[redacted]
phaven@[redacted]
[redacted]
[redacted] || Washington, DC 20036
Member of EarthShare || CFC #10627

EESI

To FRA:

My comment is quite brief, but in reality is quite complex. An alternatives analysis for the NEC Future is only realistic if it is done in the context of the entire multimodal transportation network, not just the rail network. The analysis must consider what would happen in the rest of the transportation network under each of the NEC Future alternatives.

Looking at the rail mode alone, it is easy to make a statement (section 9.5.2.8) that "Alternative 1 carries the lowest capital cost and greatest net revenue. Alternative 3 has the greatest capital cost, and lowest net revenue. This indicates there are diminishing returns in net revenue on the rail investment: as the capital costs increase." It is easy to say, but it completely ignores reality, and grossly underserves a smart vision for the densely populated Northeast Corridor.

As the region's population grows, demand for transportation grows, and transportation network capacity will almost certainly increase. If rail capacity does not increase, then road and air capacity will increase – the alternative is economic decline. The question must be this – what is the most efficient way to meet increasing transportation demand of a growing population? Each alternative should bear the cost of the impact on other modes' capacity. Alternative 1 should bear the cost of increasing roadway and airport capacity to meet increasing demand, since rail capacity increases will be insufficient to meet the demand. For example, how much would it cost to double-deck I-95 and the New Jersey Turnpike? How much would significantly expanding existing airports and building new airports cost?

In addition to uncovering the real cost of the NEC Future alternatives, this approach leads to consideration of each alternative's environmental impacts across all modes. Those impacts include not only direct use of the land needed for the transportation facilities, but also the land use impacts of expanding each particular mode. Expanding rail capacity moves more people from city center to city center, supporting efficient community development. Expanding highway capacity results in sprawl, and the inherent higher rate of spending for infrastructure that such development inevitably requires. Concurrently, rail and urbanization reduce emissions from the transportation sector, directly because modern passenger rail is powered by electricity, while ubiquitous electrification of auto and air transportation are still aspirations, decades behind rail.

I would submit that anything less than the type of alternatives analysis I am suggesting results in discounting of rail's positive values, and may perhaps be the reason why we do not have a robust intercity passenger rail network in the United States, as opposed to most developed nations. The NEC Future project is an opportunity to move our thought process forward, do something more holistically, allowing the nation to reap enormous benefits in the long term if we manage to seize that opportunity.

Thank you for the opportunity to comment, and for moving the nation forward with the NEC Future project.

Best Regards,

Paul Haven

PS – Please do NOT confine consideration of my comment to the section I've quoted, my comment applies to the entire document. There are many, many examples throughout the document where it is clear that the analysis falls short of the standard I am suggesting. I am happy to provide much more detail if that would be helpful.

NEC DEIS Comments - RECORD #2861 DETAIL

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

To FRA:
My comment is quite brief, but in reality is quite complex. An alternatives analysis for the NEC Future is only realistic if it is done in the context of the entire multimodal transportation network, not just the rail network. The analysis must consider what would happen in the rest of the transportation network under each of the NEC Future alternatives.

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Thank you for the opportunity to comment, and for moving the nation forward with the NEC Future project.

Best Regards,
Paul Haven, Transportation & Energy Policy Fellow, Environmental & Energy Study Institute

PS – Please do NOT confine consideration of my comment to the section I've quoted, my comment applies to the entire document. There are many, many examples throughout the document where it is clear that the analysis falls short of the standard I am suggesting. I am happy to provide much more detail if that would be helpful.

NEC DEIS Comments - RECORD #2966 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Joshua

Last Name : Ehresman

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 #640 DETAIL

Status : [redacted]

Record Date : 2/9/2016

First Name : Pamela

Last Name : Ehrlich

Stakeholder Comments/Issues :

The idea of a new route through Old Lyme and area is horrible. It is important for nature conservation and has been a center for the arts. Much of the area has historical sites. The consequences of the disruption and destruction would be catastrophic.

NEC DEIS Comments - RECORD #1927 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Edward
Last Name : Eilertsen
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 #603 DETAIL

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

Since the recent Op-Ed commentary submitted by Dr Gregory Stroud on January 29th outlining the Federal Railroad Administration (FRA) alternative proposals for the North East Corridor, there has been considerable concern among Old Lyme residents over the potentially catastrophic impact posed by the "Alternative 1" solution.

The Old Lyme community feels blindsided by the news of this proposal - particularly since of the 11 public hearings held between mid-December and mid-January, the nearest to Old Lyme were 30-40 miles away in Hartford and New Haven. This despite the fact that Old Lyme is clearly the town most likely to be severely impacted. It would appear that our elected representatives have done little to communicate details of the proposals locally and indeed several of them have apparently been as much in the dark as the local populace. Given this situation, the window for public comment (now extended to February 16th) is inadequate.

As to the proposal itself, the intended new rail bridge crossing Connecticut river diagonally immediately south of the I 95 highway bridge would route all rail traffic in a swathe through the heart of Old Lyme's historical district causing irreparable damage to the integrity of local art institutions, inns and the town's shopping center on Hall's road. We urge that the FRA seek alternative routes to meet future railroad needs that avoid irreversibly desecrating the heart of one of Connecticut's most treasured historical towns.

Peter Eio,
Old Lyme.

NEC DEIS Comments - RECORD #2199 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Demissew

Last Name : Ejara

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 #2988 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : estrid

Last Name : eklof

Stakeholder Comments/Issues :

a Connecticut treasure of art, growth, community between youth and experience. We need to preserve communities--build rather than cut out. Please investigate with depth that which "outsiders"consider be done with a healthy, community that is working to bring quality expertise to the youth.

NEC DEIS Comments - RECORD #2416 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Khursheed
Last Name : Ekram
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 #518 DETAIL

Status : Action Completed

Record Date : 2/3/2016

First Name : Maryam

Last Name : Elahi

Stakeholder Comments/Issues :

I live in the community in NE CT, support many groups in this area and care deeply about the environment and public transport. I guess the option sticking to the current footprint is the best of all options.

NEC DEIS Comments - RECORD #2789 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Matt & Linda

Last Name : Elgart

Stakeholder Comments/Issues :

Please do not do this to one of the last great places in the Western Hemisphere. So few pristine places exist ..we beg you to find another spot for your railroad.

NEC DEIS Comments - RECORD #2280 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Karim
Last Name : Elhaddad
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 #1259 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Martin

Last Name : Ellen

Stakeholder Comments/Issues :

To whom it may concern

I take both Amtrak and the Eastern Shoreline to sold Saybrook to go to Old Lyme I have taken Amtrak to Boston all for business many times To create another line that may get there faster is absurd One must wonder why people take a train and that is not for timing as they surely can take Flight but to witness the amazing beauty of the Eastern Shoreline and of course Old Lyme an Historic Center for the Arts. I cannot imagine losing the beauty of the wild life in this region The vast section of birds nest and needless to say historic lands for a matter of minutes and waste of money I am sure one can sit down and think of better ways to use precious funds that perhaps can help the citizens of that region I have traveled throughout the Us and just came back from Santa Fe where choose to be because of the scenery That is how I feel about Old Lyme This town cannot be duplicated and we should at least try to preserve

NEC DEIS Comments - RECORD #1598 DETAIL

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

It is completely insane to consider ruining the history, landscape and integrity of Old Lyme with the proposed relocation of the rail path. The small increase in speed attained is not compensurate with the destruction. No one needs to be in that much of a hurry!

NEC DEIS Comments - RECORD #2008 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Cathy

Last Name : Elliott

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."

P R O C E E D I N G S

(5:01 p.m.)

MR. ELLIOTT-LEWIS: So based on what I saw I really don't think there's any other option but the second spine. I feel it's kind of shameful that we are here in 2015 still talking about trying to get our rail infrastructure up to where it is in the rest of the developed world. I've been able to travel on high-speed trains in Italy and am relatively familiar with high-speed rail networks around the world, and the fact that we're so far behind everyone is pretty sad.

I feel like even if they choose the next lowest option in terms of the infrastructure improvements, 30 years from now my children will be coming to these types of events to talk about why we need to invest in what the rest of the world will look like then. I feel like everything else is pretty much a Band-Aid.

I work in the aerospace industry, and I've always understood high-speed rail is the complement to air travel. There's no need for me to fly to New York.

I actually just drove down to New York this past weekend. The roads are beaten up, traveling off hours to avoid the traffic, trying to stay awake while I'm driving to bring a car to New York City, to then put it into parking for the whole weekend, just to drive home. So there's really no point to me having a vehicle there. Ideally I would have loved to have taken the train, but again, if I'm going to spend four hours, I may as well just drive. Basically that's how long it would take for me to travel down there.

The idea of a high-speed network that would get me down to the city relatively quickly, that adds more time to my visit, it makes it more pleasant, it becomes another option, makes it more likely I would travel down there more frequently.

So I feel like the high-speed rail opportunity should be paired with our aviation industry to effectively discourage flying between cities this close. No one should -- you should have that alternative option to take a train and do so comfortably and do so safely and quickly that we just don't have today.

I see so many opportunities around a high-speed rail network. It becomes manufacturing in the United States. It becomes advanced technology, in terms of developing technology for safer or more efficient engines or electronic controls. It becomes more ways in which the United States can be more competitive globally.

Look at the United States, you see it's just not the NEC, there are other areas, such as California, which is actually going ahead, but Texas has long been talked about,

the Midwest has been talked about, Florida, and the southeast around Atlanta and Charlotte. So I just see opportunity upon opportunity for really bringing the United States where it should be.

So I understand that it becomes a huge investment cost up front, and I'm willing to pay that because I feel like the benefits go down to my children and generations that follow. So sign me up for the additional taxes, I think it's well worth it.

Because I use the Interstate every day, and had it not been for the investment 60 years ago in the Interstate system, I can't imagine getting from where I live, which is in the southeast area of the city, not even in the city, in the suburbs, in the southwest -- sorry -- down from the southwest to northeast of Boston. So I commute for an hour and a half to drive a total of 30 miles.

There was a comment that was made, and I'd like to echo that, regarding using this as an opportunity to also add a connection between North Station and South Station and Boston that will allow people like myself to board a commuter train in the southwest and take them all the way through the city and then north of the city. In fact, where I work, there's actually a train station where I work, which is the GE Riverworks plant in Lynn. So that would also facilitate less stress, get one more car off of the Interstate.

But I think the idea of investment in our infrastructure, it was just understood, it was just something that this country used to do, and now it's become very controversial, and it's hard to understand it. Obviously I'm on the Interstate and I'm driving under bridges that are falling down, I'm driving under bridges that I question, are they even sound. They're clearly older than I am. And so I can only imagine what the rail infrastructure is like. As it was said, the tracks were laid after the Civil War, bridges built after the Civil War, and tunnels after, I guess, 1910.

So I'm fully in favor of the most expensive and the option that requires the greatest investment, because I think that the benefits are really -- you can't calculate the benefits to having that type of world-class system. And I'm very much in favor of the new route tying in new cities. So the idea of bringing high-speed rail to Hartford or to Worcester would open up other places for people to live, other places for people to commute from.

So I would like to -- I wish there was an opportunity for me to be more involved as an advocate, and I expect to stay informed about the alternative that's ultimately proposed and for it to hopefully be making the right choice. That's it.

MR. ELLIOTT-LEWIS: So my name is Dane Elliott-Lewis. What I wanted to add was I'm hoping that with all the investment in the second spine that the cost of high-speed travel as a paying customer, today it costs just as much as an airplane ticket. So if I'm traveling to New York and Boston, the airplane is quicker, but it costs just as much, so there's really no incentive to take high-speed rail unless you're going to make a case about going door-to-door, because I'm traveling from Downtown Boston to Downtown New York.

So I would hope with that level of investment, the billions of dollars it's going to cost to get that capability, that the cost of high-speed rail relative to air travel will come down to then drive people to use that as an alternative. Otherwise there's not a lot of incentive to not drive or to take a plane. That's all.

(5:31 p.m.)

NEC DEIS Comments - RECORD #459 DETAIL

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

To whom it may concern,
I have recently been made aware of a proposal to have a high speed rail line run through most of Long Island, but my concern is relayed to Garden City in particular.
I believe this would be a safety issue, and would only add to an area that is already congested with traffic. I also do not believe we have been provided sufficient information on this project as a whole.
I oppose this plan as it will have a negative impact on my community.
Sincerely,
Michael Ellis [redacted] Garden City, NY

Sent from my Verizon Wireless 4G LTE smartphone

NEC DEIS Comments - RECORD #2805 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Robin

Last Name : Ellis

Stakeholder Comments/Issues :

Please rethink this outrageous plan to destroy the beautiful towns (especially Old Lyme) and disturb the environmental habitats of salt marshes and inlets along the Connecticut shoreline. Consider the fact that traffic on I-95 in the area has not improved after years of disruption for "improvements" and a new bridge costing millions of dollars! Leave the tracks where they are so as not to disrupt I-95 with years more of construction nearby which is sure to delay EVERYONE trying to go between Washington and Boston.

NEC DEIS Comments - RECORD #686 DETAIL

Status : [redacted]
Record Date : 2/10/2016
First Name : Robert C.
Last Name : Elvander
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,

Robert C. Elvander
[redacted]
Laurel, MD 20707

NEC DEIS Comments - RECORD #1272 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Anne

Last Name : Elvgren

Stakeholder Comments/Issues :

Related to the proposal to run a line through the center of Old Lyme, Connecticut, I am adamantly opposed. I visit this lovely town and its museums on a regular basis and it is a jewel of a classic New England town. At the earliest possible time, please take discussion of this option off the table

NEC DEIS Comments - RECORD #1347 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Dwight

Last Name : Ely

Stakeholder Comments/Issues :

This will destroy Old Lyme - a jewel of the state. Un-necessary for CT residents. Will only benefit those who travel THROUGH CT. Current rail line is completely adequate and can be upgraded without carving a NEW path of destruction through beautiful towns and neighborhoods.

NEC DEIS Comments - RECORD #2263 DETAIL

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

Good high speed rail transportation is essential moving forward. No one likes it going through their town but option #1 makes the most sense .

NEC DEIS Comments - RECORD #1531 DETAIL

Status : [redacted]
Record Date : 2/14/2016
First Name : Matthew G.
Last Name : Ely III MD
Stakeholder Comments/Issues :

This rail proposal will create yet another slice through what is known as a jewel along the Connecticut shoreline. These 2-300 year old homes, properties, vistas, and general ambience are threatened. There already is one rail line going through town and along the shoreline Why not expand or upgrade that one, along the same roadbed.?? Please do not put this concrete and steel eyesore in Old Lyme Connecticut.

We appreciate the Transportation committee's diligence and consideration of this weighty issue.

NEC DEIS Comments - RECORD #1036 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Ruth

Last Name : Emblin

Stakeholder Comments/Issues :

I am a resident of Lyme and Lyme/Old Lyme's beautiful historical district and natural beauty of the river estuary were some of the primary reasons we chose this area. We depend on the services provided by the commercial district and support many of the small businesses in the area. Running a rail line through the middle of this area would not just destroy a town, the livelihood of many of its residents, make real estate values plunge dangerously, adversely impact a college campus, and more, it is also a huge step backward in terms of protecting extremely fragile ecosystems along the Connecticut River and Long Island Sound. In this day and age of climate change discussions and environmental disasters all over the world, can we really afford this destruction? Would the area not be better served by improving the existing line and ancient draw bridge?

NEC DEIS Comments - RECORD #670 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Dianne

Last Name : Embree

Stakeholder Comments/Issues :

Apart from cutting a Historic District in two at Old Lyme, Alternative 1 would have severe repercussions on the Connecticut River Estuary, which has received one of the highest designations in the nation.

NEC DEIS Comments - RECORD #509 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Paula

Last Name : Emery

Stakeholder Comments/Issues :

This is absolutely irresponsible and unthinkable.
You need to make the rails you have in existence work before your start destroying historic property and towns to create more. Fix what you already have..

NEC DEIS Comments - RECORD #1603 DETAIL

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

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

Please add my name to the list of individuals who strongly disagree with this proposed incursion. Do not chip away at this special island in a sea of asphalt and concrete.

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,
Elaine Nakash

NEC DEIS Comments - RECORD #2806 DETAIL

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

This would ruin the town of Old Lyme and greatly affect the future of its growth and land preservation. This is not ok for anyone in Old Lyme

NEC DEIS Comments - RECORD #675 DETAIL

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

While I wholeheartedly agree that we must improve our rail transportation, it cannot be at the expense of irreplaceable natural areas. Patuxent National Wildlife Refuge is more than an essential breeding ground for wildlife (birds, mammals, reptiles and amphibians), it provides critical areas of uninterrupted forest cover and (almost) pristine river source acreage for the benefit of both the Chesapeake Bay and the humanity surrounding it.

Please find another way to accomplish the rail line. Run it next to the Interstate.

Jean Engelke
[redacted]
Baltimore, MD 21218

NEC DEIS Comments - RECORD #2313 DETAIL

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

Dear Federal Rail Administration,

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

Please consider my opinion!!

NEC DEIS Comments - RECORD #1978 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Dolores

Last Name : Ennico

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #21 DETAIL

Status :	Action Completed
Record Date :	11/16/2015
First Name :	Bill
Last Name :	Ensinger
Stakeholder Comments/Issues :	I would recommend careful analysis of satellite images of the existing route, and finding places where it could be straightened for faster service. They do exist, and the amount of eminent domain would be far less than building an entirely new route, which would also need new stations which just add to the cost. Straighter routes also means shorter distances to cover, which contributes to shorter travel times as well as less maintenance on the existing route. New routes just mean more route miles to maintain, more train sets needed, and either weaving into existing stations, or like I said, building new stations. I would start with the slowest sections of the route, New Haven-NYC,which would provide the most benefit by providing the greatest increase in speed. Moreover, improving the existing route not only benefits the fastest trains, but ALL other trains as well, right down to the commuter locals. Once this is done and being used to its maximum capacity, increase fares and find other ways to raise revenue in order to finance other improvements. And while you're at it, extend the Newark airport Monorail to Newark Penn Station. I believe this is the best option for improving mobility to Newark Airport for a variety of reasons, primarily that making a hub at one location creates the greatest number of options for the greatest number of people to make connections all at one location, and FAR better than extending PATH to Newark Airport, which creates connections only for those using PATH. And though I'm from Tennessee, I grew up in NJ and often use the trains when visiting friends and family in the northeast
Attachments :	BillEnsinger Original.pdf (2 kb)

NEC DEIS Comments - RECORD #21 DETAIL

Status : Unread

Record Date : 11/16/2015

First Name : Bill

Last Name : Ensinger

Stakeholder Comments/Issues : I would recommend careful analysis of satellite images of the existing route, and finding places where it could be straightened for faster service. They do exist, and the amount of eminent domain would be far less than building an entirely new route, which would also need new stations which just add to the cost. Straighter routes also means shorter distances to cover, which contributes to shorter travel times as well as less maintenance on the existing route. New routes just mean more route miles to maintain, more train sets needed, and either weaving into existing stations, or like I said, building new stations.

I would start with the slowest sections of the route, New Haven-NYC,which would provide the most benefit by providing the greatest increase in speed.

Moreover, improving the existing route not only benefits the fastest trains, but ALL other trains as well, right down to the commuter locals. Once this is done and being used to its maximum capacity, increase fares and find other ways to raise revenue in order to finance other improvements.

And while you're at it, extend the Newark airport Monorail to Newark Penn Station. I believe this is the best option for improving mobility to Newark Airport for a variety of reasons, primarily that making a hub at one location creates the greatest number of options for the greatest number of people to make connections all at one location, and FAR better than extending PATH to Newark Airport, which creates connections only for those using PATH.

And though I'm from Tennessee, I grew up in NJ and often use the trains when visiting friends and family in the northeast

Is there anyone else who signed up whose name we missed so they can go first? Okay, the gentleman in the striped shirt, then we'll grab you.

MR. ESSUE: Hi. Thanks for coming into Hartford and doing this presentation. My name is Hewan Essue. I'm a resident of Hartford. H-e-w-a-n, the last name is E-s-s-u-e.

Just a few points. We talk about economic development a lot, but we don't talk about the economic impact that something like this could bring to individuals -- I mean, a few people mentioned it slightly -- where when someone has public transportation, probably like this, it's basically a pooled resource that's going to impact a lot of people. So therefore, this is one way the least privileged in our society can get the benefits of a pooled resource. So that's another way to think about it.

The other thing I hear a lot about or read a lot about is the different coordinated transportation, but I heard nothing about -- there's an airport in this state, I heard nothing about connectivity with the airport, which I think would be a great benefit to the region also.

The last thing I want to mention was we're now planning to rebuild I-84 in Hartford, I guess within the next 10 years or so from what I know, and are we now going to build this new stretch of highway and then 15, 20 years later rip it apart again to put rail in or this new system? So I just want to talk about how much. And this might impact not just Hartford but in other areas that we're not doing things twice. Thank you.

HEARING OFFICER SIEGEL: Thank you very much.

You're up.

Empire Passengers ESPA State Association

February 16, 2016

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

RE: Draft NEC EIS

Dear Ms. Reyes-Alicea:

Several members of our organization have attended the recent public meetings regarding the NEC Future EIS, the forward-looking rail investment plan for the Northeast Corridor. While many positive ideas were presented, the three alternatives presented were viewed by many as not necessarily the best way to assemble a multi-decade investment plan. Instead, various projects from each of the alternatives should be considered within a either short-term or long-term timespan, or in some cases not considered at all regardless of the time span.

The "**No Action Alternative**" should not be considered, as significant investment is vital and critical to the current and future operation of the Northeast Corridor.

"**Alternative 1**" (also called "**Maintain**") contains items that are critical now to the operation of the corridor and, in some cases, initial funding of some of the projects has been, at least partially, secured. Two additional tracks under the Hudson River and replacement of the Baltimore tunnels are absolutely critical. Adding tracks to relieve known congestion points is also required for a proper flow of rail projects. One proposed aspect of the alternative, an alternate route around New London, should be viewed as a separate item, and not necessarily be part of Alternative 1. While this project has many advantages, it also has some disadvantages particularly to existing passengers in Connecticut, and this item should not delay all of the other items contained Alternative 1, which we view as required items for the NEC.

"**Alternative 2**" (also called "**Grow**") contains many items that may be very expensive with minimal benefit and contains many items that would grow the NEC with relatively small expense. We are not sure that an alternative referred to as "Grow", needs to contain an entirely new right-of-way from Hartford to Providence, which does not even have any rail on it today, and also contain a new route through Philadelphia to serve the Philadelphia airport. We would see an alternative of "Grow", to contain chokepoint improvements and perhas an alternative route around New London, and new through service from New York Boston via Hartford and Springfield. For Alternative 2 "Grow", we would prefer a package of projects that is more than "Maintain", but which does not make use of lengthy new rights-of-ways. One option would be to divide this alternative into 2 options; (a) Growth, one with an alternative route through Philadelphia and through Connecticut and (b) without these two new route segments.

"**Alternative 3**" (also called "**Transform**") contains several ideas that are certainly thinking "outside-of-the-box" and would certainly transform the Northeast Corridor. Perhaps this alternative should also be divided into sub alternatives. We agree that it would be transformational to build a route that serves the Philadelphia Airport and also to build a new route from Hartford to Providence.

These 'relatively easy' projects may need to be delineated from the extremely expensive and perhaps impossible to accomplish projects such as the construction of a new corridor north of New York City; the construction of a tunnel under Long Island Sound and the installation of multiple new tunnels under the East River and Hudson River.

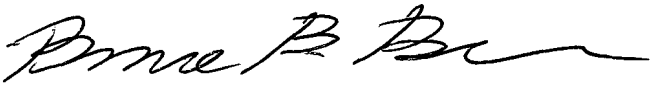
Regardless of the infrastructure improvements which may occur in the future, it is vitally important that the operators of the various levels of service to be provided on the NEC be funded so that adequate equipment is available to meet the new passenger demand. Limiting train consists to accommodate only 300-400 passengers would be short sighted. Future trains should have the capacity to carry at least 1,000 passengers each. The stated policy goal for any improvements should be the movement of large numbers of people, with attractive trip times and affordable fares. Such an increase in passenger traffic could be accomplished today, with minimal infrastructure improvement, if only more equipment were available.

We strongly encourage near-term improvements be evaluated to allow for additional use of the 'Inland' route between New Haven and Boston via Springfield, which would open up numerous new city pairs to direct service and which would allow for additional trains to operate between New York and Boston within the next ten years.

We also strongly encourage the addition of a direct rail link between Boston's South and North Stations in either Alternative 2 or 3.

In summary, many very important and vital projects have been presented in the DEIS and we urge that a fresh look at how these projects are grouped is critical. We see two distinct time windows; one over the next ten years which would see most of Alternative 1 projects completed and those projects which are both cost effective and feasible from Alternative 2. In the longer term, additional transformational projects should be considered as new passenger demand grows. We however caution that such large projects must be carefully presented to the public, as the enormous costs and impacts involved may not be readily accepted and such negative public reaction could slow of the accomplishment of the vital near-term improvements necessary.

Sincerely,



Bruce B. Becker
President

Empire State Passengers Association
8175 Old Post Road East East Amherst, NY 14051
716-880-7291 bbecker@clearblockconsulting.com

U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Associate Administrator
for Airports

800 Independence Ave., SW.
Washington, DC 20591

DEC 30 2015

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

Dear Ms. Reyes-Alicea:

Thank you for your November 10 letter and the opportunity to review the Tier 1 Draft Environmental Impact Statement (EIS) for NEC Future. Enclosed are comments from the Federal Aviation Administration's Office of Airports.

We look forward to working with you on this EIS. For any future documents or communications related to this initiative, please include our New England and Eastern regional offices on your standard distribution list. Contact information is provided below:

- **New England Region**: Ms. Mary Walsh, Manager, New England Regional Airports Division, Mary.Walsh@faa.gov or (781) 238-7603; and

- **Eastern Region**: Mr. Steve Urlass, Manager, Eastern Regional Airports Division, Steve.Urlass@faa.gov or (718) 553-3125.

If you or your staff need further assistance, please contact Mr. Mike Hines, Manager, Airport Planning and Environmental Division, at Michael.Hines@faa.gov or (202) 267-8772.

Sincerely,

Eduardo A. Angeles
Associate Administrator
for Airports

Enclosure

Comment/Response Matrix

Tier 1 Draft EIS for NEC FUTURE, Federal Railroad Administration

Reviewer/Organization: Federal Aviation Administration, Office of Airports **Date:** 12/29/15

Comment No.	Page No./Line	Comments	Response
1	Table 4-5, Page 4-22	Table 4-5 contemplates a new "BWI Airport H.S." Station. The current BWI Airport Station is on airport property. Any development of a new High Speed Station servicing the airport, or any improvement to the infrastructure in and around the existing station, would require a revision to the BWI Airport Layout Plan (ALP). ALP revisions are reviewed and approved by FAA. Completed environmental documentation is a prerequisite to that approval. Also note that we are currently a Cooperating Agency to the FRA on an EA considering the addition of a fourth rail line servicing the BWI Airport Station.	
2	Table 4-5, Page 4-23	Table 4-5 contemplates a new "Philadelphia Airport" Station. The airport is already serviced by a dedicated rail link to 30th Street Station. The FAA has been working closely with the City of Philadelphia on a major reconfiguration of both airside and landside facilities at the airport. Accordingly, it is crucial to understand any physical impacts that this proposed project might have on the airport's long-term plans. We strongly urge the project proponents communicate as soon as possible with the City of Philadelphia so that the City can consider the feasibility of protecting for this possibility. Additionally, Alternative 2 considers the removal of the Newark Airport (EWR) Station. The Port Authority of NY and NJ has an AirTrain servicing EWR that links to this station which is currently reaching the end of its useful life. The Port Authority has plans to consider replacing the AirTrain in kind; however, these plans would be heavily dependent upon the continued presence of this station.	
3	Table 4-5, Page 4-24	Table 4-5 considers a new "Jamaica H.S." Station which may affect the operation of the JFK AirTrain, a project that received substantial Airport Passenger Facility Charge investment. Additionally, a new "White Plains East" and "Suffolk Hub" are presented under each alternative. Figures depicting the proposed station locations would be helpful to determine where these are located in regards to Westchester Airport and Long Island MacArthur Airport.	

Comment/Response Matrix

Tier 1 Draft EIS for NEC FUTURE, Federal Railroad Administration

Reviewer/Organization: Federal Aviation Administration, Office of Airports **Date:** 12/29/15

Comment No.	Page No./Line	Comments	Response
		We highly encourage station siting and design to support intermodal access to these airports. This applies throughout the corridor, as well to both commercial service and general aviation airports along the NEC Route.	
4	Table 4-5, Page 4-24, 25	Table 4-5 shows new stations at Danbury and Waterbury CT under Alternative 3.1 and 3.4. Two GA airports are located in Danbury and Waterbury. They could benefit from this new air-rail connectivity.	
5	Figure 4-18, Page 4-72 and text pages 4-71 to 4-72	How will the Alternative 3 avoid impacts to PHL operations and the airport's Capacity Enhancement Program? Alternative 3 considers tunneling the route beneath significant portions of Philadelphia International Airport as well as a below-grade station at the airport. This prospect would involve several engineering and construction challenges, including potential impacts to both airside and landside operations during construction, as well as potential physical conflicts with existing and planned airport facilities and infrastructure.	
6	Page 5-11,12	Section 5.2.4. "Air," only discusses commercial service airports. While this is understandable considering the geographic scope of the NEC Future DEIS, recommend considering the potential benefits to larger General Aviation (GA) airports and the people they serve. Teterboro should be removed from the list of commercial service facilities on Page 5-12 or identified in a separate list if GA facilities are more specifically covered.	
7	Page 5-25	Intercity service is provided to T.F.Green under the "build" alternatives. This service is created by changing T.F.Green from "Local Hub" to "Hub" service (page 4-43). This increased service will take advantage of the "Interlink" intermodal facility, which was completed in 2010. The $250m Interlink includes a 3,500 space parking garage and 1,250-ft. skywalk connecting to the T.F.Green Airport terminal. When the Interlink was constructed, the track was not electrified and it serves only local traffic. The proposed change in service will be a considerable benefit to passengers utilizing T.F.Green Airport.	

NEC DEIS Comments - RECORD #1947 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Jeffrey

Last Name : Facinelli

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 #1082 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Tani

Last Name : Faenza

Stakeholder Comments/Issues :

I am against this project. Old Lyme has many historic buildings and nature spots. This would be very bad for the environment.

NEC DEIS Comments - RECORD #950 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Kelly
Last Name : Fagan
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,
Kelly Fagan

NEC DEIS Comments - RECORD #174 DETAIL

Status : Pending

Record Date : 1/14/2016

First Name : Corrinne

Last Name : Fahl

Stakeholder Comments/Issues :

Action plan 3 is ridiculous, and the plan for Philadelphia there is particularly ill thought out and potentially disastrous with all the necessary construction

NEC DEIS Comments - RECORD #679 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Cheryl
Last Name : Fahlman
Stakeholder Comments/Issues :

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

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

Sincerely,

Cheryl Fahlman

NEC DEIS Comments - RECORD #164 DETAIL

Status : [redacted]
Record Date : 1/13/2016
First Name : Diane
Last Name : Fairben
Stakeholder Comments/Issues :

As a resident of Floral Park, Nassau County, this project has targeted us twice. In ADDITION to a third rail, you now want to put a high speed rail route through these communities.Environmental impact is just one concern. What about the destruction of homes and property that would be necessary to this project? I live a block from the LIRR in Floral Park, this affects me personally. And let's not forget AMTRACK's less than stellar track derailment scorecard. So, I guess the quality of life for those of us along the way is disregarded? Money? We haven't begun on that topic.

NEC DEIS Comments - RECORD #694 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Christopher
Last Name : Bruhl
Stakeholder Comments/Issues :

Rebecca,

I am forwarding a copy of The Business Council of Fairfield County testimony on the NEC Tier 1 EIS. A hard copy will follow in the mail.

Please do not hesitate to contact us should you have any questions. Thank you.

Regards,

Tanya Court

Tanya M. Court

Director, Public Policy and Programs

The Business Council of Fairfield County

One Landmark Square, Suite 300

Stamford, CT 06901

Telephone: 203-705-0668

Fax: 203-967-8294

email: tcourt@businessfairfield.com

Attachments : NEC Tier 1 Final 2_9_2016 FRA.pdf (262 kb)

The Business Council
of Fairfield County

Strengthening Businesses. Strengthening Communities.

February 9, 2016

Ms. Sarah Feinberg
Administrator
Federal Railroad Administration
1200 New Jersey Avenue Southeast
Washington, DC 20590
NEC FUTURE

U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, New York 1004

RE: Northeast Corridor Tier 1 Environmental Impact Statement

Dear Administrator Feinberg:

The NEC Tier 1 Environmental Impact Statement does not provide an adequate number of alternatives to improve service along the Northeast Corridor. The primary focus should be on achieving the economic and environmental benefits of vastly improved travel times on the New Haven Line, specifically the linking of Hartford to New Haven to Stamford to New York City in 30 minute travel time increments, as well as the integration of Shore Line East service into the network with 30 minute travel time from New London to New Haven. This higher speed system will be the backbone of Connecticut's 21st century economy and we believe that this alternative should proceed into the Tier 2 process.

Unfortunately the NEC Tier 1 report has not sufficiently examined alternatives to achieve improved service along the existing New Haven Line corridor. The "No Build" Alternative does not provide for any increase in capacity or level of service, effectively locking the state into current levels of performance until at least 2040, thus constraining rather than supporting population and economic growth.

The phased EIS process is very difficult to understand, especially for members of the public. Going forward, the phased process needs to be further explained to all stakeholders. For example:

1. How are alternatives that would improve capacity on the New Haven Line, but which were not considered in Tier 1 (e.g. tunneling to improve the S curve in Bridgeport, CT, or higher design speeds on the 100 year old moveable bridges scheduled for replacement, or restoring a full four track system), to be included in the Tier 1 EIS document process, thereby becoming potential alternatives for selection in Tier 2? It is our understanding that possible improvements to the existing NEC corridor in New York and Connecticut must be included in the Tier 1 document in order to be considered for analysis in Tier 2.

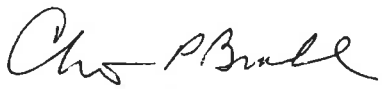
If we are correct, how will those additional alternatives be considered in the Tiered EIS process? Who must initiate the request for a Tier 1 Supplemental EIS (SEIS)? If we misunderstand the options, can you explain to us the process by which alternatives not included at all in Tier 1 can be considered in Tier 2?

2. How are the needs of all stakeholders in the corridor considered? Have the New York Metropolitan Transportation Authority (MTA), Amtrak, ConnDOT and freight operators been convened to identify improvements that are needed to satisfy the current projected demand for rail travel in the region? Shouldn't such a plan be developed? At what point in this process do impacts on other operators become known and resolved?
3. Finally, how are differences in opinion between the FRA and other entities such as the State of Connecticut, local elected officials, or the MTA resolved?

We look forward to your responses to these questions and to continuing to work with you to achieve the rail service levels required to sustain the economic competitiveness of our state.

Thank you for your consideration.

Sincerely,



Christopher Bruhl
President & CEO

NEC DEIS Comments - RECORD #1833 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Ziad
Last Name : Fakhoury
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."

Name James W. Fairfield-Sonn Jr
Address [redacted]
City [redacted]

Date: Feb 11 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,

James W. Fairfield-Sonn Jr.

Additional Comments:

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

Name James W. Fairfield-Sonn, SR.
Address [redacted]
City [redacted]

Date: 2/11/16

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

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Sincerely,

James W Fairfield-Sonn

Additional Comments:

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

Name John T. Fairfield-Sonn
Address [redacted]
City [redacted]

Date: February 11, 2016

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

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Sincerely,

John T. Fairfield-Sonn

Additional Comments:

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

Name Lynn G. Fairfield-Sonn
Address [redacted]
City [redacted]

Date: February 11, 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

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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,

Lynn G. Fairfield-Sonn

Additional Comments:

We just had someone killed on the tracks that are not near the town — imagine the liability if it ran through the town with the traffic — Please use the current tracks —

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

NEC DEIS Comments - RECORD #2361 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Jen

Last Name : Fallon

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 #1254 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Jennifer

Last Name : Fallon

Stakeholder Comments/Issues :

Do. Not. Do. This. A fast train through the middle of a historic town is not an option.

NEC DEIS Comments - RECORD #2050 DETAIL

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

I oppose Alternate 1 of the Northeast Corridor Futures proposal. It would have a devastating effect on one of the most beautiful and unspoiled New England villages on the CT coastline. The Lyme Academy of Fine Arts and the Florence Griswold Museum- both with missions based on the aesthetic beauty of this area, will be severely impacted by this proposal. This town is a treasure and a high speed train intersecting it would be heartbreaking for all.

NEC DEIS Comments - RECORD #2449 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : John

Last Name : Falstrom

Stakeholder Comments/Issues :

It makes little sense to me to not choose the other alternatives that go through the population centers while destroying one of the few unspoiled and truly beautiful towns filled with history. It's a commuter rail system. Run the lines where there are the most potential commuters.

NEC DEIS Comments - RECORD #398 DETAIL

Status : [redacted]

Record Date : 1/30/2016

First Name : Steve

Last Name : Fanelli

Stakeholder Comments/Issues :

This is an absolutely rediculous proposal with astonishing environmental and financial devestation to a historically significant part of the State of Connecticut

I say stop wasting taxpayer dollars even considering absurd projects such as this !!!!

My vote is NO !!

NEC DEIS Comments - RECORD #1589 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

We strongly oppose the proposed route through the center of our historic town....find a less intrusive route...not through our tiny village center!!!! There are only a small number of beautiful little towns left.....don't scar ours forever!!!!!! John and Judith Faniola

Sent from my iPad

NEC DEIS Comments - RECORD #266 DETAIL

Status : [redacted]

Record Date : 1/25/2016

First Name : Ned

Last Name : Farman

Stakeholder Comments/Issues :

The proposed plan would destroy one of the most historic towns in southern New England. Obviously, little thought was put into this plan, other than hovering over a map. And the lack of publicized public hearings and lack of transparency makes the entire process a miscarriage of democratic process thus far.

NEC DEIS Comments - RECORD #1413 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Kellianne

Last Name : Farnham

Stakeholder Comments/Issues :

This is a small, fragile community with an even more fragile ecosystem. This is why we moved here and we are all required as residents to respect it. My family has been here for five generations because of the community and historical rural feel, and destroying any of that would be such an injustice to our New England town.

NEC DEIS Comments - RECORD #2200 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Joseph
Last Name : Farricielli
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.

Next speaker is Anstress Farwell.

MS. FARWELL: I actually have more of a question than a statement. I'm Anstress Farwell. I'm with the New Haven Urban Design League. I've read a great deal of your report, not all of it, but I also found it really helpful.

One of the questions I have is about No. 3. It adds multiple new routes through Danbury, UConn, across from Long Island to here, and it does all of them. And I was -- it struck me that you might have Alternative 3 with subsections to analyze what the costs and impacts of different subsections might be, unless it's that you're guessing or feeling that, let's say, the cost of a tunnel from Long Island would necessitate -- you wouldn't do that unless you had the entire system expand to that level. So that was -- it's basically a question more than a statement.

And I would just like to follow up on Mike Piscitelli's statement about the importance of investing in cities. You've heard how much we've done here in New Haven to move more towards transit- oriented development. Another aspect of that that could be related to the part of your report on historic resources, there isn't something specific, where you outline historic resources being impacted, but you could say that if you bypassed or did not continue to upgrade service to the state's historic cities, they continue to fall apart.

New Haven, I think, has 13 national registered districts; it's almost the whole city. So not bringing good service -- we were built by the railroad and by the port, and what has destroyed our city and we're trying to undo is basically the highways. So one of the best ways of maintaining these historic resources was the scale built by the railroad.

MS. SIEGEL: Great. Thank you. Thank you very much. I thought, in the interests of time, that what we might do is, after we finish hearing from folks, we can have more of a one-on-one and help clarify that.

MS. REYES-ALICEA: Just to help clarify your question.

MS. FARWELL: Thank you.

The next speaker is Donna Farvard.

MS. FARVARD: Hi there. My name is Donna Farvard. I am an organizer with ConnPIRG Students. It's a student-run organization that works to advocate for students on public interest issues.

I am here today because I actually moved to the Northeast from California, a place where we have a lot of really great alternative transportation. I grew up in an area with a really great regional rail system and went to college in a place that had great rail options, and moving out here to Connecticut, it was very difficult for me at first to be able to get around in the state.

I ended up deciding to buy a car just to get from Storrs to Hartford for work. The decision to do that was very difficult for me because of, one, the cost of being car-dependent but also the environmental impact of being car-dependent as well. Trying to reduce my global warming solution was very difficult for me to do without different rail options and alternative transportation.

So the decision to want to be less dependent on my car is definitely not something that only I experienced but young people today are experiencing. More and more young people are deciding to live in communities with better alternative transportation options and deciding to not buy a car. So definitely the decision to have alternative transportation like rail will be a great step forward to making sure that young people are seeing the transportation future that they want to see but also will help in our decision to stay in places like the Northeast. Thank you.

HEARING OFFICER SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1840 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Barry

Last Name : Faticoni

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 #1764 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : John

Last Name : Faugno

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 #2260 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Kenneth
Last Name : Faustine
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 #1083 DETAIL

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

I do not understand why this project of high priority-high speed rail (aka AmtraK) is a high priority. Amtrak doesn't currently work and is expensive. I travel to New York from Old Lyme frequently-I take Shoreline East to New Haven on Metro North to Grand Central. --30$ round trip vs. 140$ for Amtrak--I lose a half hour on both ends but it's worth it.

As I understand it, the current proposal of alternative 1 doesn't gain much for the user-in terms of time or cost. Why don't we fiix what we have?

Second, this alternative will devastate the town of Old Lyme--ecologically and economically. We have important salt marshes, bird s, rivers all of which would be affected. The town's historic district would be also adversely affected and the quality of life for its residents. Why don't we spend our hard earned tax dollars on fixing things that are broken rather than on another experiment on high speed rail that, to date,hasn't turned out well.

NEC DEIS Comments - RECORD #1411 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Ken

Last Name : Fearnley

Stakeholder Comments/Issues :

I am concerned at the economic and environmental impact to the Old Lyme and surrounding area. This small community will suffer irreparable damage and has not been given a voice to the impact.

NEC DEIS Comments - RECORD #909 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Austin

Last Name : Feeney

Stakeholder Comments/Issues :

I can't really find the words to discribe this awful idea who ever came up with this surely does not live even 50 miles of here and has no idea of how much we love our peaceful town and that last thing we need is a another train rail driving through a precious Eco system that we try to protect and bringing unwanted attention to a town that is perfect the way it is so please if I were you I wouldn't even think of trying put that disgusting idea of a project

NEC DEIS Comments - RECORD #1258 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : ma r

Last Name : feeney

Stakeholder Comments/Issues :

This is crazy, thru the district of old lyme there are preserves for animals that live there also total bullshit.

NEC DEIS Comments - RECORD #618 DETAIL

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

I am a resident of the Town of Old Lyme. I am writing to express my concern with and opposition to the Alternative 1 of the draft EIS for the NEC plan to improve rail service.
First and foremost, this plan would destroy our community because the path of the railroad would cut through the heart of our community. We are a small town with a small village center which houses the Lyme Art Academy, a four year art college, the famous Florence Griswold Home and Museum,the Lyme Art Association, as well as our schools,town hall,library and historic houses. Many of these are sites of historic significance and the individual organizations have worked diligently to continue with their legacy and maintain the physical structures. It is beyond comprehension that these buildings would be considered of little importance as this project moves forward.This area is extremely important to our history, economy, character and sense of community.

This plan would impact our only commercial area, which houses our grocery store, pharmacy and many small businesses.
And the plan also impacts many properties along the way, as it is an entirely new track, cutting through several neighborhoods, not to mention wetlands, open space and areas of archaeological significance. Our community maintains our character through strict zoning regulations, considerate planning, and support of our historic treasures, including the museums, colleges, library and various art organizations.
This plan would completely change, for the worse, our town which is now a quintessential New England town. This plan could potentially impact the historic District, our schools, wetlands, rivers and have a drastic economic effect on the town and its' citizens.
Andrea Feinberg

NEC DEIS Comments - RECORD #2932 DETAIL

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

This is a waste of taxpayer dollars and you are endangering without regard the environment and history of sppecific areas of CT. No thank you. Completely against it . CT is not your highway between NY and Boston for you to run through and poop on.

NEC DEIS Comments - RECORD #2174 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Martin

Last Name : Fenelon

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 #635 DETAIL

Status : [redacted]

Record Date : 2/9/2016

First Name : Andrea

Last Name : Fenn

Stakeholder Comments/Issues :

Old Lyme, as a cultural mecca (including Lyme Art Association, Lyme Academy College of Fine Arts, The Florence Griswold Museum, The Bee and Thistle Inn and Spa, The Cooley Gallery, not to mention the historic homes and the families that inhabit them, would be ruined. The historical significance of this quiet CT town far outweighs any perceived necessity for an extra rail line. The logical conclusion would be to shore up the existing line, a less expensive and far less destructive solution.

NEC DEIS Comments - RECORD #2409 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Alan

Last Name : Ferdinandsen

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

As a graduate of the University of New Haven and a past Alumni Association President, I oppose Alternative 1 of 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 #1195 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Evelyn

Last Name : Ferguson-5Foxc

Stakeholder Comments/Issues :

The fact that you have not consulted local communities before issuing your proposals speaks how little you actually value the comments of those of us who live in the area. Please have the courage and decency to visit the area before proceeding with your work so you will at least have an idea of how what you are proposing impacts real people.

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

Regarding Alternative 3 - NY/LI route

It appears that acquisitions of land would stretch for a 1/2 mile wide swath centered on the right of way that currently parallels the MTA/LIRR right of way to the south of the Hempstead branch.

What is to be done through the very densely populated areas of Western Nassau County and Queens?

I live in the village of Floral Park. It is approximately 1/4 miles square and the proposed route runs through the center of my town - or former town because by the time the MTA/LIRR does their expansion on the main line to the north our village will effectively be eliminated to become a rail hub. Relocations in this area will be nearly impossible.

Name: Wendy Fernandez

Address: [redacted]
Floral Park, NY 11001

Email: YABIZ1@[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

THE MODERATOR: Debra's speaking for someone else. Okay.

It's a long walk up here. Just make sure you introduce yourself.

MS. FERNANDEZ: My name is Wendy Fernandez. I am speaking as a citizen and a resident of the Incorporated Village of Floral Park, who, for being a village of 15,000 residents, all of a sudden has become the nexus of several major projects and is in the news on quite a large scale.

I'd also like to speak as a family of commuters, people who use public transportation heavily. My husband right now is in Philadelphia because he uses Amtrak to get there. So I think on a personal level we understand the need for infrastructure improvements and broadbased improvements to -- across the Northeast Corridor.

However, based on some comments that people have made here, I think it would be deceptive to portray high speed rail as being a community solution on Long Island. Long Island's approximately 225 miles from end to end. It seems to me the train ought to be able to do it in less than an hour if it were moving at speed. So accordingly, I don't think there's going to be a lot of room there for local stops.

So once again, if we're portraying it as a local solution to our transportation issues here, is a bit disingenuous to the public. And it's unfortunate there aren't more details about the land acquisition because and once again, as a resident of Floral Park, on your map, unfortunately your red line runs right over my house.

And that would be a concern because in discussing relocations, once again, in a highly, very densely populated area, where are people to go? It's easy enough to say that we want to acquire the properties in the name of progress and some of us may be willing to forsake that and go to Florida but not everybody can do that.

So I agree with many of the speakers here that perhaps one of the most highly populated areas the tunnel is the most likely solution and I'm looking forward to seeing more details on this program just because of the local impact that it will definitely have for me.

Thank you.

THE MODERATOR: Thank you very much.

NEC DEIS Comments - RECORD #2397 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : J

Last Name : Ferragamo

Stakeholder Comments/Issues :

Finding an alternate route for the train tracks would allow the completion of this excellent college therefore giving students the opportunity of an amazing and worthy education. Please reconsider.

NEC DEIS Comments - RECORD #1380 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Louise

Last Name : Ferrebee

Stakeholder Comments/Issues :

This is another example of "Big Government" trying to ram something down out throats that would be detrimental to small interests. This is the beginning of socialism. We stand up now or forget it.

NEC DEIS Comments - RECORD #39 DETAIL

Status : [redacted]

Record Date : 12/3/2015

First Name : Peter

Last Name : Ferris

Stakeholder Comments/Issues :

I love Amtrak, but alas, I live in Oklahoma, near Tulsa. The closest Amtrak is OKC - about 120 miles away, not very practical. However, I am from the northeast (upstate NY) and am aware and comprehend what a value the NEC is. I used to frequently travel from Penn Station or Poughkeepsie / Rhinecliff to Amsterdam!

NEC DEIS Comments - RECORD #121 DETAIL

Status : Pending

Record Date : 1/7/2016

First Name : Ejlat

Last Name : Feuer

Stakeholder Comments/Issues :

Roll on access for bikes will increase ridership as well as bike tourism. Win for RR win for community win for the environment.

NEC DEIS Comments - RECORD #1760 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Elizabeth
Last Name : Field
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 #2875 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Heidi

Last Name : Fields

Stakeholder Comments/Issues :

I am glad to gear that your plans for the future are right on tracK!! As a summer resident on the Shoreline of Old Lyme , Connecticut, we have seen much devastation from two major storms.Putting the railroad more inland to insure its safety from the rising seas is a smart thing to do.

NEC DEIS Comments - RECORD #1467 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Jill

Last Name : Filbert

Stakeholder Comments/Issues :

As a resident of Old Lyme,Ct I am opposed to Alternative 1 which would allow tracks through the middle of Town. We need to preserve the character of Old Lyme, including The Historic District, The Lyme Arts Academy, Lyme Art Association and The Florence Griswold Museum.

NEC DEIS Comments - RECORD #820 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Barbara
Last Name : Filigenzi
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, an avid birder, 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 destroy 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. Many species need these large areas of undisturbed forest. Alternate plan 3 would destroy this valuable wildlife habitat in a region of Maryland where development has taken, and continues to take, an immense toll on natural resources. By choosing Alternate 3 there would be damage to the ecological integrity of the largest remaining forest block in central Maryland which was recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006. It got this recognition 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,
Barbara Filigenzi
[redacted]
Gambrills, MD 21054

NEC DEIS Comments - RECORD #1217 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Cynthia

Last Name : Finley

Stakeholder Comments/Issues :

I am concerned that the proposed rail line will go right through the historic district of Old Lyme, destroying the town we love. I oppose moving the line, and will stand with the community to fight the planned placement through the heart of Old Lyme, CT

NEC DEIS Comments - RECORD #350 DETAIL

Status : [redacted]

Record Date : 1/28/2016

First Name : Robert

Last Name : Finnegan

Stakeholder Comments/Issues :

Please consider having more evening north/east bound Acela trains from DC stop in Trenton. Also, the passenger cars on regional trains seriously need to be updated, refurbished, or replaced.

NEC DEIS Comments - RECORD #2066 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Anne Marie

Last Name : Finneran

Stakeholder Comments/Issues :

Why disturb the town of Old Lyme in order to expand the railroad?
The people of Old Lyme strongly protest this project.
This town has been an art center for centuries , a historic landmark ,peaceful , a welcome retreat for all to enjoy. Find an open space....do not destroy Old Lyme, Ct.

NEC DEIS Comments - RECORD #2453 DETAIL

Status : [redacted]
Record Date : 2/16/2016
First Name : Elizabeth
Last Name : Fiorillo
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 #134 DETAIL

Status : Pending

Record Date : 1/11/2016

First Name : Matthew

Last Name : Firth

Stakeholder Comments/Issues :

Good afternoon,

I am hoping you can help me with a query I have in regards to the design element of the NEC Future project.

I see by your schedule that you plan to finish the EIS by mid-point this year and complete the service development plan late 2016.

Do you anticipate giving suppliers the opportunity to present their product for potential inclusion in the NEC project? Depending on funding will there be an RFP for potential services/supplies?

Thank you in advance for your help.

Kind regards.

[cid:image001.png@01D1171C.82566C00]

NEC DEIS Comments - RECORD #687 DETAIL

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

Dear Ms. Braegelmann,

I am writing to let you know that as a concerned Maryland citizen, I strongly urge any proposed rail line to circumvent the Park. The construction process would be disruptive to wildlife and plants, especially to several bird species that the Audubon Society has stated need protecting.

Thank you for your consideration.

Liz Fisher

Elizabeth Fisher
[redacted]

NEC DEIS Comments - RECORD #1728 DETAIL

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

I am writing to express my strong opposition to further consideration of "Alternative 1" for the expansion of rail service in the norhtheast. This plan would destroy our town, its environment, its historic district and even its commercial district. Please take this plan off the table. Emily Fisher

NEC DEIS Comments - RECORD #2152 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Rich

Last Name : Fisk

Stakeholder Comments/Issues :

Why don't you leave the process of education to itself and find another alternative. There are other ways you can go I'm sure it doesn't take a rocket scientist to figure it out. Call if you need some help. Please don't make it more complicated than it really is Thank you

NEC DEIS Comments - RECORD #1492 DETAIL

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

To whom it may concern.
I wish to voice my HUGE concern over the proposed additional rail line from DC to Boston that would not provide enough benefit to justify destroying the historic center of Old Lyme. Please don't tear down New England town centers. They are the reason so many of us choose to move to this area in the first place. If the coastal towns of Connecticut become merely corridors for I-95 and more and more rail lines, you will lose much more that the charm of the place. You will lose most of your residents - who will choose to live elsewhere.

NEC DEIS Comments - RECORD #963 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Edward D.

Last Name : Fiske

Stakeholder Comments/Issues :

This rail line would not support ehat Old Lyme is all about. Old Lyme is a town where time has stood still and that is the way we want to keep it!!

NEC DEIS Comments - RECORD #1001 DETAIL

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

Having lived in and around the historic section of Old Lyme, CT since the 1980's I am very concerned over the impact a new high speed rail will have on both the property values and effect on wild life.

A plan such as the Tier 1 would ruin a town that has steeped itself in history and pride. I understand the desire to cross the Connecticut River at such an elevation that would eliminate the need for a moveable bridge and perhaps mirror the I-95 Baldwin Bridge. Why not do it alongside the existing right of way, that has already been impacted well over a 100 years ago.

We "Yankees" are proud of our town and deeply want to preserve that sense pride for the years to come, please do not allow this proposal to go proceed.

NEC DEIS Comments - RECORD #880 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Joan

Last Name : Fitton

Stakeholder Comments/Issues :

We have never been happier then building our beautiful dream home on the Lieutenant River off of Lyme Street! We love the peace and serenity of the natural marsh and to watch our ospreys come back each year to nest and have their Babies. It is one of the few communities that have a wide main street with a library, schools, art academy, historic Florence Griswold museum, galleries, church, plus ice cream shop and chocolate shop. A wonderful place to ride our bikes with our 10 grandkids safely. To put a speeding train in the middle of this beautiful place seems so absurd! I beg you not to ruin one of Connecticut's treasures.

NEC DEIS Comments - RECORD #2341 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Dianne

Last Name : Fitzgerald

Stakeholder Comments/Issues :

I oppose Alternative 1 of the NEC plan. The Lyme Academy College of Fine arts is part of Connecticut's history and heritage. This is the time to avoid making a huge mistake.

NEC DEIS Comments - RECORD #2311 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Kathleen
Last Name : Fitzgerald
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 #2084 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Kit

Last Name : Fitzgerald

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 #2865 DETAIL

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

Towhom it may concern: Pleaseexamine the attached letter which expresses our strong objections to the poorlyplanned and misguided Alternative 1 high-speed rail track scheme that has been rashlyproposed by the FederalRailroad Authority (FRA) in their Northeast Corridor (NEC) Future plan. We havesent a similar letters to our local, state and federal elected representatives. We trust that our voice and concernswill be heeded.

Sincerely,

Williamand Patricia Fitzgerald,

[redacted]

Old Lyme, CT 06340

William and Patricia Fitzgerald
[redacted]
Old Lyme, CT 06371

February 16, 2016

To whom it may concern:

Recently, AMTRAK released its proposal for Alternative 1, a high speed rail link going through Old Lyme, Connecticut. We live in this beautiful little town on the Connecticut shoreline, and wish to express out complete opposition to this plan. It cuts through our small town, and will destroy not only our home, but large swaths of valuable wetlands, multiple small businesses, historic and cultural sites, and will completely divide our historic center.

We have lived in Old Lyme since 1972, and in our present house since September 11, 1974. The proposed plan would take out our home, and many more residences as well. In addition, it would bisect Lyme Street, cutting between the Lyme Academy of Art, the Florence Griswold Museum, and the Lyme College of Art. It would destroy our thriving shopping center, home to many small businesses, restaurants, and other enterprises. We love our little town, and wish to see its historic character and beauty protected, not destroyed by this short-sighted, ill-conceived plan.

Our first selectwoman, Bonnie Reemsnyder, and her two fellow selectpersons, as well as officials in East Lyme, have also voiced opposition to the proposed plan. All have cited the catastrophic toll on our shoreline towns, and the lack of thought given to the cost of the proposed line, not just in dollars, but to the unique character of our shoreline. At present, AMTRAK has rail tracks going through our town, as well as a railroad bridge over the Connecticut River. Without doubt, there can be other well thought out proposals to repair and replace these existing structures that do not completely devastate our town, and others along the shore. Our selectwoman and other elected officials have noted that they were not included in the planning of this or other alternatives; in fact, they were not even consulted or informed that the plan was being prepared. Taxpayer dollars were allotted and spent to produce a plan that does not include any consideration of the economic, social, and environmental impact to citizens in the affected areas. Surely, those of us most affected should have some voice in the planning.

Sincerely yours,
William and Patricia Fitzgerald

NEC DEIS Comments - RECORD #1430 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Cathy

Last Name : Flanagan Locke

Stakeholder Comments/Issues :

This is a beautiful historic village with greatly admired institutions. They serve as the center piece of community life and as well as tourism. It would be a disaster if this project were allowed to proceed as planned.

NEC DEIS Comments - RECORD #2848 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Lily

Last Name : Flannigan

Stakeholder Comments/Issues :

I disagree with the proposal through Milford, CT. Our city is over 350 years old and you will destroy much history.

NEC DEIS Comments - RECORD #2512 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Nina

Last Name : Flay

Stakeholder Comments/Issues :

I am opposed to alternative I.

NEC DEIS Comments - RECORD #850 DETAIL

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

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

Dear Ms. Braegelmann:

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

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

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds. * Refuges are established for the protection of wildlife and their habitat. Deciding to ignore the reasons refuges and other similar places are established is disrespectful to the American people.*
* Our descendants have a right to see beautiful and natural places, and to disregard that for the ease and convenience of an avoidable scenario is a bad idea.*

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

NEC DEIS Comments - RECORD #141 DETAIL

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

Hello, my name is Andy Fletcher. I am a firm believer in the benefits Amtrak provides not only the Northeast Corridor, but our nation as a whole.

In regards to the Northeast Corridor, I see a bright future ahead. Some of the many projects that I am in support of are:

1. The Hudson Tunnel Project.-Although the construction will reduce rail capacity in the present, this project is vital to both maintain physical plant and increase traffic flow on a vital artery of rail infrastructure on the Northeast Corridor.

2. Replacement of the Connecticut River Bridge-This bridge currently faces speed restrictions of 45 MPH. Improvement of this key bridge awaits FRA approval and funding.

3. New Trains to Increase Capacity- Ridership is up on the Northeast Corridor, and new trains that are faster than the current Acela and have greater capacity will keep the trend of ridership growing.

4. 30th Street Station Improvement- 30th Street Station is truly a beautiful and historic station and I am in full support of Amtrak making this historic structure more marketable and more accessible.

5. Boston South Station Expansion- Boston South Station is, as well, a beautiful and historic structure. I am in full support of the FRA grant to study the need for more track capacity at the station. I applaud Amtrak and MassDOT working together for the needs of increased passenger service at South Station.

I believe the Northeast Corridor has a bright future.
Thank you for your time,
Andy Fletcher

NEC DEIS Comments - RECORD #1388 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Joyce

Last Name : Flinter

Stakeholder Comments/Issues :

Please consider the beautiful CT shoreline when thinking about expansion of the shoreline railway. The least expensive route is usually not the best.

NEC DEIS Comments - RECORD #1871 DETAIL

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

Dear Federal Rail Administration,

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

My son is a student at UNH, and we do not want to see the great forward progress of the University damaged by a shortcut.

MAYOR
THOMAS J. TWEEDY

TRUSTEE
JAMES E. RHATIGAN

TRUSTEE
DOMINICK A. LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
Dr. LYNN POMBONYO

EMAIL TO
MARC RUSSO

VILLAGE ADMINISTRATOR
GERALD BAMBRICK, ESQ

VILLAGE CLERK
SUSAN E. WALSH

SUPERINTENDENT PUBLIC WORKS
STEPHEN L. SIWINSKI

SUPERINTENDENT BUILDINGS
STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEVEN McALLISTER

Incorporated Village of Floral Park

ONE FLORAL BOULEVARD, P.O. BOX 27, FLORAL PARK, N.Y. 11002
TELEPHONE 516-326-6300
VILLAGE HALL FAX 516-326-2734 PUBLIC WORKS FAX 516-326-6435
WEB FPVILLAGE.ORG

Comments on the

Federal Railroad Administration

NEC Future
A Rail Investment Plan for the Northeast Corridor

Tier 1 Draft Environmental Impact Statement

The Incorporated Village of Floral Park is a 1.2 square mile parcel located in the Northwest corner of Nassau County, N.Y. bordering Queens, N.Y. The Village is home to just over 16,000 residents and small business owners.

At the outset, the NEC Future investment plan ("the Plan") put forth for the Northeast Corridor by the Federal Railroad Administration ("FRA") is commendable in that it will encompass both passenger and freight systems, as well as, the coordination of the current rail systems already in operation. The Plan addresses future goals of rail transportation within the Northeast given the expectations of population and market expansion. The Plan attempts to quantify the needs of an expanding population and address the movement of freight as well from a rail perspective. While this is necessary, the Plan provides three options to accomplish such tasks. One of these options (Alternative 3) places a "two-track second spine"… "Aerial structure from Floral Park"… "Into a tunnel south adjacent to the LIRR Hempstead Branch."

The Incorporated Village of Floral Park must vigorously object to the Alternative 3 concept of the Plan, as it would cause irreparable harm and damage to our Village both physically and financially. This New York City-Connecticut via Long Island route will cause more harm than good, not only to the Village of Floral Park, but also to every Long Island community through which it passes.

In the absence of a formal detailed plan and based upon basic information provided in the Draft EIS, the land needed to erect structures to carry the rail system will require the loss of property within the Village. That property will be residential homes and commercial properties as available land to erect the system is non-existent. The loss of real property to residents and businesses could have a devastating effect on the future of the village, not only physically, but financially as well.

In the absence of detailed plans, construction operations near the Village's business district where Alternative 3 is contemplated will cause major issues resulting in limited access to our local businesses. At the very least traffic patterns can be disrupted and street access will be closed. This will have lasting affects on the businesses owners as well as the viability of the business district. If the aerial structure is to be located along the LIRR Hempstead Branch, it is doubtful our business district would survive an extended construction period that would have to accompany a project such as Alternative 3.

In the absence of detailed plans, the location of an aerial structure throughout the heart of the Village will provide for the elimination of properties, a major decrease in remaining property values, harm to local businesses, disruption to two (2) public grammar school operations, disruption of Village operations, traffic congestion throughout the Village and safety concerns for increased traffic and crime around the structure.

In the absence of detailed plans and for the reasons delineated above, The Incorporated Village of Floral Park hereby objects to the inclusion of Alternative 3 as a viable option of the in the Federal Railroad Administration's NEC Future, A Rail Investment Plan for the Northeast Corridor, Tier 1 Draft Environmental Impact Statement.

The next speaker is Governor Florio.

GOVERNOR FLORIO: Thank you.

THE MODERATOR: Thank you.

GOVERNOR FLORIO: Thank you, and good evening to everyone. I'm here as a citizen who's interested in railroads, largely growing out of my experience in Congress, where I for 16 years was on the Energy and Commerce Committee, which is a committee that deals with transportation. It's a subcommittee of the chairman -- of the committee that dealt with railroads in general and Amtrak in particular.

I guess what I wanted to convey to you is that my understanding is that the existing structure is not sustainable. And when Amtrak was created, its creation was based upon an assumption that you, maybe if you did well, could get out of the fare box operating costs. No way were you going to get capital costs. In those days capital was raised by Congress, which was bipartisan. Transportation authorization bills went through virtually unanimously. Unless you've been living in a cave, you know those days don't exist anymore. So now what we're having is Amtrak being able to be required to pick up the costs of capital as well as operational costs.

Now, in 2008 legislation was passed charging Amtrak with assessing the commuter rates -- the commuter lines as well as the long distance lines, for the total allocated costs. That is, the cost of operations and costs of the capital infrastructure. That's worked to great hardship on the commuter lines particularly, as I think most people know, which has experienced a nine percent increase in rates and the reduction in service. And that's not going to get better, it's going to get worse under the existing system.

So what I'm suggesting is somebody, and I would suggest it to the panel, because I see that financing is not part of your mandate, but you might want to consider a supplemental report, putting on the table at least some of the financing options that are available. One of the options that I would suggest that's available is the public-private partnerships. Distinguished from privatization. All through the '80s in the Reagan administration I fought against privatization because they were going to off load everything to a private company, and there would be no opportunities for control over the public sector.

There are proposals out there now, public-private partnerships. There are a number, and I'll leave with you some, if you don't mind, some articles that I'd like to place in the record. Some proposals that talk about spinning stock off of Amtrak into a separate trust that would still be government owned, the facilities would be government owned so you're not losing control. But what you would have is a trust that would raise money through a very intricate procedure but a very verifiable, verifiable procedure to ensure private control stays there. And this system would provide for the opportunity to be able to use the alternatives that you talked about, the alternatives under Tier I. All of those things could be done by a private sector infrastructure manager. It would be done probably much more efficiently by the private sector, much more rapidly by the private sector. And that's how they would make their money. The investment vehicle would be this trust fund. It would be authorized from what they call an infrastructure management organization. It would manage the

FROM JAMES FLORIO

RailwayAge

Tuesday, June 30, 2015

GUEST BLOG: We must do something transformational about Amtrak

Written by Dr. Francis P. Mulvey

Amtrak's May 12th Philadelphia train derailment has renewed focus on funding Amtrak. With more than 200 people injured and eight fatalities, the debate has shifted from "Can we agree to do anything for Amtrak?" to "How much can we agree to do for Amtrak?"

There is agreement that the current model has serious shortcomings, and simply repeating yesterday's legislative solutions will not result in improving tomorrow's outcomes. In 1971, Amtrak was conceived as an experiment. It's an experiment that has failed because it isn't sustainable in today's fiscal environment. Federal spending caps, massive federal transportation infrastructure needs, entitlements and defense make it unlikely that Amtrak will receive significantly increased appropriations. As a result, the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) sought to increase Amtrak's funding by shifting rail passenger service costs to the states, but they, too have no money.

Rail advocates cite Amtrak's growing total ridership and record revenues as success proof, but Northeast Corridor (NEC) ridership has been stable for more 40 years, having peaked in 2000 with 12.9 million trips, while only state-supported services have significantly increased. Meanwhile, Amtrak's expenses have grown to annual losses of more than one billion dollars, losses requiring offsetting appropriations.

Ignoring the rail industry's difficulties deploying PTC, the NEC for decades has utilized an ATC cab signal system that successfully protected passengers from violations of operating authority, while dispatcher-controlled software provided positive protection for track workers. In 1995, Amtrak began to implement its Advanced Civil Speed Enforcement System (ACSES), which 20 years later has yet to be completed south of New York.

Connecticut's Governor Malloy recently complained to the USDOT that Amtrak has repeatedly proven incapable of executing major projects on time and budget. Amtrak received about $3 billion under the American Recovery and Reinvestment Act of 2009—the Stimulus Act. Much of Amtrak's stimulus money remains unspent, while Amtrak's approved and funded infrastructure work remains unimplemented.

This is not an Amtrak workforce issue. Amtrak's workers have labored hard and successfully to provide a reliable, safe passenger railroad. It's a project delivery and infrastructure funding process issue.

This requires a new transformational process, which generates a steady, reliable source of non-appropriated money for Amtrak's infrastructure. "American Intercity Railroad Network for the 21st Century" or AIRNet-21, is such a new process. It creates an "off-budget" funding stream that causes more than a billion dollars annually to be invested in Amtrak's owned infrastructure. It includes incentives and penalties to achieve project delivery focused on fixed project budgets and hard final completion dates using construction and project management techniques the private sector routinely employs. It eliminates the allocation of Amtrak's NEC costs to non-NEC trains and, consequently, it increases Amtrak's political viability and broadens its political support. AIRNet-21, by means of a stock spin-off, separates Amtrak into two federally owned entities:

• Amtrak remains the nation's rail passenger carrier operating long distance, regional, NEC, and contracted state and commuter trains. Amtrak retains all its rolling stock, workshops, reservations and sales organizations, and back-office people and assets.

• A new federal infrastructure entity owns Amtrak's infrastructure. It is managed by an infrastructure management organization (IMO) that the Surface Transportation Board selects on a competitive basis. The IMO, under a 50-year revocable concession, funds, manages, grows rail services and constructs new infrastructure to bolster capacity and eliminate deferred maintenance. The IMO is mandated to offer non-discriminatory dispatching over Amtrak's NEC and Midwest infrastructures, and is prohibited from running its own trains. The NEC Infrastructure and Operations Advisory Commission publicly develops and coordinates annually a rolling five-year infrastructure investment plan.

Existing commuter carriers continue to pay avoidable-cost access fees. Amtrak's current schedule patterns are protected and different service patterns, city pairs and service classes are opened to new train operators and Amtrak to exploit. The result gives rail travelers increased intercity service frequencies, shorter trip times and more fare options.

AIRNet-21 causes substantial northeast and midwest investment and workforce development. As the IMO's annual $1 billion investments accumulate, NEC chokepoints will be removed, and the fastest New York-Washington trip times will be reduced to about 2 hours. It permits Chicago/Michigan infrastructure to serve as a development platform for new, high-quality passenger services emanating from a Chicago hub.

The IMO is funded through private equity and a RRIF loan, repayment of which is fully guaranteed by a third-party investment-grade financial instrument. Loan interest is paid through investments in the federally-owned infrastructure—ensuring more than $50 billion of infrastructure improvements over the concession life. All improvements become property of the U.S. government.

The IMO makes its return by shifting as little as 10% of NEC intercity trips from highway to rail—Amtrak's market share is currently only 6%—increasing train ridership by offering shorter travel times, increased passenger train frequencies and new passenger services built around new station gateways where rail, highway and aviation infrastructures intersect shortening door-to-door travel times.

AIRNet-21 is good public policy. It fully protects the public sector. Amtrak's infrastructure and improvements thereto remain publicly owned and collaboration is promoted between stakeholders to leverage commuter agencies' funding resources.

AIRNet-21 is also good business policy, achieving better rail service, guaranteeing that more than $50 billion of non-appropriated monies are invested in Amtrak's NEC and midwest infrastructures, fully protecting Amtrak's passengers and workers, and removing Amtrak's infrastructure losses from Amtrak. The private sector IMO managing Amtrak's infrastructure must, at all times, bear the financial risk of its undertakings, may only benefit from its IMO role to the extent operating surpluses are produced, and be unable to bail out when outcomes are worse than forecasts. I believe we must do something transformational, now. Today's Amtrak experiment hasn't worked, but we can learn from it. DOT Secretary Foxx has stated multiple times that public/private partnerships may be the only way the government can fund the maintenance and construction of transportation infrastructure mega-projects. AIRNet-21 was once thought "too good to be true," but it is true. Change is banging on our door asking to be embraced. Why are we not embracing AIRNet-21?

Dr. Francis P. Mulvey is a distinguished economist, educator and public official having served two terms as a Commissioner on the Surface Transportation Board from 2004 until 2012. He was designated as the Board's Vice Chairman in January 2010 and again in 2012. At the time of his appointment to the SIB [sic], Mulvey was Democratic Staff Director for Railroad Subcommittee of the US House of Representatives' Committee on Transportation and Infrastructure. He was responsible for all railroad legislative matters for the Ranking Democratic Member of the Subcommittee, and advisor to the Ranking Democratic Member of the Full Com.nittee on overall transportation policy issues. Other positions held include: Deputy Assistant Inspector General for Rail, Transit, and Special Programs, U.S. DOT Office of the Inspector General; Assistant Director, U.S. General Accounting Office; Director of Economic Research for the NY State Legislative Commission on Solid Waste Management; Programs Manager, National Academy of Sciences, Transportation Research Board; Vice-President for Research, American Bus Association; and Economist at the Federal Railroad Administration. In addition, he has served as Adjunct Faculty at the RH. Smith School of Business and Public Administration, University of Maryland; Assistant Professor, Northeastern University Department of Economics; Assistant Professor, Wheaton College Department of Economics; and Assistant Professor, Bowling Green State University Department of Economics. Mulvey holds a Ph.D. in Economics from Washington State University (1974); a BS in Economics from New York University (1966); and an MA in Economics from the University of California at Berkeley (1968). He may be contacted at frankmvl@aol.com.

Editor's note: The preceeding editorial reflects Dr. Mulvey's opinion. Railway Age's publishing of this piece is not an endorsement of AIRNet-21.

http://www.railwayage.com/index.php/passenger/intercity/amtrak-we-must-do-something-transformational-now.html?channel=

Creating a fully funded Northeast Corridor Infrastructure Trust Fund

Creating Jobs through Better Freight, Commuter and Intercity Rail Services

In 1997, an active Congressional debate about the future of intercity passenger rail transportation and Amtrak took place. Bud Shuster, Chairman of the House's Transportation and Infrastructure Committee, sponsored a "Working Group on Intercity Rail Passenger Service" (the "Blue Ribbon Panel") to take a fresh look at the issue. Today, not much has changed and the debate continues, but the stakes are higher: needs are greater, job creation more urgently required, deficit worse, funding challenges more daunting, and benefits more necessary.

Numerous plans have been considered to reinvigorate intercity passenger rail. Most embrace one key Blue Ribbon Panel precept: separation of Amtrak-owned infrastructure ("AOI") from its transportation function. Amtrak operates over 21,000 route-miles, but owns only about 600 route-miles or 3% of its system. AOI—which encompasses the 600 Amtrak-owned route-miles substantially in the Northeast and some in the Midwest, the passenger stations and the signaling on those 600 miles, and traction power facilities—accounts for the majority of Amtrak's financial losses year after year. AOI, with its huge capital and operating costs, poses a major threat to the sustainability of our national passenger rail network.

Amtrak, in its Northeast Corridor Infrastructure Master Plan and its various PRIIA[1]-mandated studies, identified more than $50 billion just in Northeast Corridor ("NEC") infrastructure investments required to bring the NEC to a "State of Good Repair" and position it for the 21st century. Amtrak has not published an analogue Midwest document. Funding, however, was not addressed other than to defer to Federal and State policy makers to find a solution.

In October 2013, the States, for the first time, confronted the reality of PRIIA §209 requiring the States to pay the fully allocated cost of all trains traveling fewer than 750 miles. PRIIA §212 is now exposing commuter operators to an analogue methodology. AIRNet-21 is a dynamic solution that isolates AOI costs from train operating costs, provides the transparency governors and their DOT leaders need to value the Amtrak services purchased. Returning Amtrak to its pre-1976 carrier-only roots will result in a more transparent and fundable national and regional system.

AIRNet-21, by means of a stock spin-off, separates Amtrak into two Federally-owned entities:

- Amtrak remains the nation's rail passenger carrier operating long distance and regional intercity trains, NEC high-speed and conventional services, and contracted State and commuter trains. Amtrak retains all its rolling stock, workshops, IT systems, and reservations / sales organization.
- A Federal infrastructure entity owns AOI for which, as directed by legislation, the Surface Transportation Board would competitively seek a private sector infrastructure management organization ("IMO"). The IMO, under a 50 year revocable concession, would fund, manage, grow AOI rail services, and construct new infrastructure in the Northeast and Midwest, while working closely with commuter agencies, State DOTs and Amtrak. The IMO is mandated to offer non-discriminatory dispatching over its NEC and Midwest AOI, and is prohibited from running its own trains. At all times, the Federal government's ownership is financially and legally fully protected.

This is an innovative solution stimulating private sector investment into AOI and Amtrak. Private sector infrastructure investments will exceed $60 billion over the concession's life (a statutory minimum of over $1 billion per year for the full 50 years, which far exceeds the amount required to achieve a "state-of-good-repair"), including a one-time grant of more than $1 billion to Amtrak in the form of unrestricted cash and debt relief, while net Federal Amtrak outlays are reduced by about $1 billion annually.

Freed of its responsibility to fund and manage AOI, Amtrak would be able to operate its entire national and regional train network including State supported trains for a significantly lower annual appropriation.

Each stakeholder benefits. Amtrak can focus on offering quality rail passenger service on its national network as well as on the NEC and be able to renew its fleet. It will be better able to evolve its route system in close cooperation with Congress, the States, and freight carriers. Existing commuter carriers continue to pay "avoidable cost" access fees. Amtrak and new train-operators will be able to offer different service-patterns and service-classes, and most importantly, hire new railway employees to operate these services. Rail travelers will enjoy increased intercity service frequency, shorter trip times and competitive ticket prices, increasing AOI use and permitting the IMO to increase AOI-generated revenues. States are not mandated to fund infrastructure projects or form "multi-State compacts."

A fully funded Northeast Corridor Infrastructure Trust Fund makes available substantial resources for Northeast and Midwest investment and workforce development. NEC chokepoints will be removed and the fastest New York-Washington trip-times will be about 2 hours, restoring and modernizing the NEC into a high speed, high capacity passenger railway. It permits Chicago / Michigan AOI to serve as the nucleus for new, high quality passenger services emanating from a Chicago hub.

The IMO is funded through a RRIF loan—repayment of which is fully guaranteed by a third-party, investment-grade financial instrument equal to the face value of the RRIF loan. The IMO's owners must also contribute equity equal to 10% of the RRIF loan amount. Loan interest is paid "in-kind" through investments in the Federally-owned infrastructure—ensuring over the life of the concession over $60 billion of infrastructure improvements, enhanced reliability, and greatly increased capacity. All improvements become the property of the US Government as made.

The IMO makes its return by increasing total AOI train traffic through shorter travel times, increased passenger train frequencies and introducing new passenger services built around new station gateways that intersect with the highway and aviation infrastructure to shorten door-to-door travel times.

Creating a fully funded Northeast Corridor Infrastructure Trust Fund protects labor organization representation, seniority and contract terms of all current Amtrak infrastructure workers. As a regulated railroad, the IMO will be subject to the Railway Labor Act, railway safety regulations, FELA, and Railroad Retirement.

A fully funded Northeast Corridor Infrastructure Trust Fund protects stakeholders, provides a multi-year funding solution—unlike any other proposal under consideration—and meets the needs of the traveling public by stimulating a new age of rail travel with expanded service patterns, faster trip-times, greater reliability, and more affordable tickets.

The Northeast Corridor Infrastructure Trust Fund is the long-term, stable Amtrak infrastructure funding source many have sought for decades.

For more information contact: info@BIMrail.com

[1] Passenger Rail Investment and Improvement Act of 2008

NEC DEIS Comments - RECORD #1388 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Joyce

Last Name : Flinter

Stakeholder Comments/Issues :

Please consider the beautiful CT shoreline when thinking about expansion of the shoreline railway. The least expensive route is usually not the best.

Okay. The next speaker Paul Floroff.

Paul.

MR. FLOROFF: You -- you got the name correct. Okay.

Good evening.

My name is Paul Floroff. I'm speaking to you as a private citizen, as well as, as you can guess from my T-shirt, I'm a staunch supporter of Amtrak to the point where, when I travel to Europe, I take the train all the way to Chicago and fly the full flight from Chicago to Poland, even though the airline that serves Chicago to Warsaw also files out of JFK.

Now I'm going to say that I do strongly support Alternative 3 for the simple fact that it would be a lot more convenient for me to go to and from anywhere in the country without having to go into New York City.

My local Long Island Railroad branch sometimes on weekends can be as much an 130 minute interval between trains. And as a result, I usually get driven to one of the other surrounding stations. In this plan I notice that there's a potential first station in the Nassau Hub area. From my house to Nassau Hub takes about 20 minutes. To go from my house to New York to Penn Station, regardless of what station I use, takes over an hour.

Now some people might say, well, we can't afford this Alternative 3. The United States spends over half-a-trillion dollars on defense. I think we can take a little off the top.

Thank you.

THE MODERATOR: Thank you, Paul.

Paul? Okay.

I think what we'll do is, we'll have Paul come back. He wants to make another statement. Then what we'll do is, we'll just take a quick break before we have our presentation and people can speak after that.

So Paul.

MR. FLOROFF: For people who weren't here earlier, my name is Paul Floroff. And I'd like to make a few comments about some of the ideas of the tunnel.

Now most people in New York City know about your electric grid, your sewer, water and all the other fine utilities that make life easy, all underground.

Now I worked as a civil engineer. On Long Island you'll notice the electrical is above ground. But underground you still have sewer, water and mostly telecom.

Now one idea you could do is, you could go under all these utilities but you still have and will probably have to do cut and cover at the stations. Now I've been following the project in the Los Angeles Area, the Crenshaw LAX Transit Corridor where they are basically building an underground light rail system, as well as portions of it being overhead. And what they are doing is, they are building basically -- for the stations they're doing cut and cover.

And what they do is, they put in the piles and the deck for one station at a time so that way you only affect a two-block section of Crenshaw Boulevard. Now for comparison, Crenshaw Boulevard is roughly about the same right-of-way as Old Country Road, or maybe even Stewart Ave. It's a multiple, multi-length and it goes through a heavily commercialized area.

And what the LA County MTA would do, is about two months up to when they had to close the street area, they would put flyers, mailbox, anything you could think of. They would even have people walk into the businesses and say, we're from LA County MTA, we are going to be doing this at this time.

On another LA County MTA project, they delayed for about a month, a plan that would have severely disrupted the Little Tokyo area. And they realized that a lot of people would be upset because you were taking a lot of businesses that do a lot of gifts and you're telling them right before Christmas, sorry, we're going to make it really uncomfortable to get to you.

So one thing, if you do build a tunnel and you do build the

stations and you build, basically, a station at a time, because when you use the tunnel boring machines, there's very little surface disruption.

Also an idea I'd like you to consider, the Long Island Sound's bottom is very silty. You probably don't want to be tunneling through that. But in New York City at the 63rd Street Tunnel, as well as several other of the under river tunnels in New York City, as well as the Trans Bay Tunnel in San Francisco -- they actually built it on land in like a shipyard, towed it into place and then sunk it down.

It -- it -- all they had to do, basically, was they had to build a little bit of a trench and there was do -- there was very little -- I'm not gonna say there were no accidents, but in the Trans Bay Tunnel, as far as I know, that they had no major serious accidents while building it.

And, also, when you hear people talk about elevators. You also have to take into account an elevator is a lot more visible. Like I know, I used to live here in an elevated subway line when I was in Queens. And it would sometimes keep me up at night. My mom, who has an office in Queens right up above one of the busiest transit corridors in Queens, the Queens Boulevard line, I barely know it's there because occasionally, especially when there's an express train going by, her building shakes a little bit. But an elevated line, it's a lot more in your face.

Now should we build a tunnel? Should we build an elevated? It -- it all -- it all depends. Building an elevated line through the middle of Floral Park is not going to cut the mustard. Building a tunnel in a less developed area of the northeast might just be overkill. It kind of has to be a balance. You put the tunnel where it's going to be -- make everyone's lives easier. You put elevated where it's going to make life -- and you might even consider ground level right-of-way to make it even cheaper.

Thank you.

THE MODERATOR: Okay. Thank you, Paul.

At this point, we're going to take a little bit of a break here from the public comment portion.

For those of you who attended, thank you for coming.

I encourage you all to submit your comments, in addition to the ones you've earlier given us in writing. You know, I think you have the e-mail address and all that. Go to the website.

Thank you for coming.

NEC DEIS Comments - RECORD #1349 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Molly

Last Name : Flueckiger

Stakeholder Comments/Issues :

Improved rail is necessary to maintain and grow the CT Shoreline economy. Doing little will drive the population of young folks out as there will continue to be poor economic opportunities in CT. If Shoreline communities are distracted by nostalgia and frightened by city folk the area will continue to decline.

NEC DEIS Comments - RECORD #84 DETAIL

Status : [redacted]
Record Date : 12/22/2015
First Name : Dorothy
Last Name : Flynn
Stakeholder Comments/Issues :

CLEAN THE BATHROOMS!!!!

The bathroom facilities in all stations are an abomination. Here's a view of your Hamilton Station (NJTransit train station) ladies room today. Would you let your elderly mother or five year old daughter go in there? I spared you the actual toilet picture because the smell was so bad I couldn't actually use it.

You should be ashamed. No other civilized nation with 21st century transportation needs has such third world 17th century bathroom facilities. Do you pay ANYONE to clean them?? If so, they should also be ashamed and fired. I live for the day when the people who get paid to manage and design these facilities are forced to actually use them. Atrocious. Shame on you for taking money and not doing your jobs.

Dorothy Flynn
[redacted]

NEC DEIS Comments - RECORD #84 DETAIL

Status : [redacted]
Record Date : 12/22/2015
First Name : Dorothy
Last Name : Flynn
Stakeholder Comments/Issues :

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Dorothy Flynn
[redacted]

NEC DEIS Comments - RECORD #1012 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Tammi

Last Name : Flynn

Stakeholder Comments/Issues :

A high speed rail through Old Lyme would do irreparable damage to a protected conservation area. The proposal rips through a historic district. Old Lyme is filled with federally designated environmental and cultural areas. Please stand by these protected areas.

NEC DEIS Comments - RECORD #327 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : Gary

Last Name : Fochesto

Stakeholder Comments/Issues :

I am writing, as a resident of Garden City, NY, to express my opposition to your proposed high speed rail line through my community and through a beautiful county park (Eisenhower Park). The lack of input that the FRA has requested is also very disturbing. Projects like this involving billions of dollars of tax money should have much more transparency. Isn't this what all the 2016 election rhetoric is about? Thanks for reading this note.
Gary Fochesto

NEC DEIS Comments - RECORD #106 DETAIL

Status : Pending

Record Date : 1/6/2016

First Name : Alison

Last Name : Foehr

Stakeholder Comments/Issues :

I oppose any improvements or additions to the NEC that would include a route through Nassau County, Long Island and the Long Island Sound

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

NEC FUTURE

I am a lifelong resident of Garden City, NY

A train already exists from New York to Hempstead. Less than 2 miles North is the main LIRR line through New Hyde Park & Mineola. This line has express trains

The planned route through Garden City will not only impact Garden City residents property taxes and businesses negatively. This plan will also negatively impact the walks located along the route, playgrounds, schools. The noise level will increase significantly.

The plans to improve + update the existing system should be inspected closely.

Name: Mary Foehr

Address: [redacted]
Garden City NY 11530

Email: foehrmj@[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

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

Place
Stamp
Here

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

NEC FUTURE

I am opposed to any NEC Future expansion through Nassau + Suffolk County, N.Y. The proposed route through Long Island would be of no benefit to Nassau County. The Village of Garden City NY is a village founded in the late 1800's. It is only approximately 5.3 square miles and contains more than 50 residential, commercial, religious and civic structures (The AT Stewart Era Buildings and Apostle Houses) that are on the National Register of Historic Places. The proposed route would pass directly through the Village of Garden City and through this historical district. The Village receives it water from ten (10) underground artesian wells and has 104 miles of water pipes and 91 miles of sewer mains, all of which would be disrupted. The average current home sale value, as per Trulia.com was between $950,000 - $1,000,000 in December 2015. Any route through the Village of Garden City would be disasterous to home values. In addition, Eisenhower Park in Nassau County contains the last 19 acres of the Hempstead Plains, the only true prairie east of the Applachians that used to be over 60,000 acres. A route through Nassau and Suffolk County NY would be an economic and ecologic disaster for the area.

Name: MEGAN FOEHR

Address: [redacted]

Garden City, N.Y. 11530

Email: Foehrme@[redacted]

NEC FUTURE

Comment Card

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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 #105 DETAIL

Status : [redacted]
Record Date : 1/6/2016
First Name : Megan
Last Name : Foehr
Stakeholder Comments/Issues :

I am opposed to any improvements or additions to the NEC that would bring a route through Long Island, NY, especially the alternative that includes a route through Nassau County, NY and the Long Island Sound

NEC DEIS Comments - RECORD #244 DETAIL

Status : [redacted]

Record Date : 1/23/2016

First Name : Nathalie

Last Name : Fogg

Stakeholder Comments/Issues :

The dumbest plan ever. This is a peaceful old town with ancient historical homes you would destroy. You can not bulldoze through a town like that without their approval and you do not have it I can assure you..

NEC DEIS Comments - RECORD #443 DETAIL

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

This railway "upgrade" proposal (Tier 1 Draft EIS) is nothing short of disastrous. The character of Old Lyme and the neighboring communities would be totally destroyed. Property values would plummet as well as the quality of life, which has been evolving for over 350 years.My family and I are completely opposed to it. The mere fact that this plan nearly came in under the radar is utterly disgraceful. Shame on the people who came up with this flawed plan!

NEC DEIS Comments - RECORD #598 DETAIL

Status : [redacted]

Record Date : 2/8/2016

First Name : Susan

Last Name : Fogliano

Stakeholder Comments/Issues :

As someone who frequently rides Amtrak, Shoreline East and Metro North between Boston and Washington DC, (we have children in both cities) I urge you to strongly reconsider moving the track system closer to I-95 in Old Saybrook-Old Lyme. What you are proposing for the Town of Old Lyme with an alternative rail route will DESTROY much of our town's history, our marine environment, and our town's business center. I believe that fixing your existing infrastructure will prove not only more cost effective but less damaging to the environment and to many many communities along the NE Corridor. Sincerely yours, Susan Fogliano

NEC DEIS Comments - RECORD #2736 DETAIL

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

Thanks Al.Best,Colin.From: al.tucker@[redacted]
Date: Tue, 16 Feb 2016 10:38:18 -0500
Subject: Opposition to Alternate 3 of Investment Plan for the Northeast Corridor
To: comment@necfuture.com
CC: dcurson@[redacted]

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:
The Friends of Jug Bay, Inc. is an educational and research non-profit environmental organization on the Patuxent River. Since the Jug Bay Wetlands are also an important birding area on the Patuxent, we are extremely sensitive to any loss of ecologically important wetlands. Therefore, I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.
The Patuxent Research Refuge was established in 1936 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.
Sincerely,
?_____
Albert J. TuckerPresident

[redacted]Annapolis, MD 21401

?

NEC DEIS Comments - RECORD #2739 DETAIL

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

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

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Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

?_____

Albert J. Tucker
President

[redacted]
Annapolis, MD 21401

?

NEC DEIS Comments - RECORD #18 DETAIL

Status : [redacted]

Record Date : 11/16/2015

First Name : Michael

Last Name : Follo

Stakeholder Comments/Issues : To Whom It May Concern:

I'm interested into transportation and the future of Amtrak's Northeast Corridor Gateway Project and I am e-mailing you is when the new two track Hudson River rail tunnels are completed, will one or both of the existing Hudson River rail tunnels be shut down for repairs, if one tunnel is only shut down one at a time, will there be three tunnels available for both NJ Transit and Amtrak, will the two new Hudson River rail tunnels be completed at the same time as Penn Station South is completed, if not, with three of the four track being used, will there be additional capacity during rush hours to add more NJ Transit trains from the Northeast Corridor, North Jersey Coast, Morris & Essex, Montclair/Boonton Line and extending some Raritan Valley trains to and from NY Penn Station as well as adding more Amtrak trains as well since NY Penn Station would now have available capacity since some LIRR trains will be serving Grand Central Station.

Please e-mail me at braves9@[redacted] I would greatly appreciate to hear back from you in regards to this matter.

Sincerely,
Michael

Attachments : FolloMichael-A_Original.pdf (1 kb)

NEC DEIS Comments - RECORD #18 DETAIL

Status : [redacted]

Record Date : 11/16/2015

First Name : Michael

Last Name : Follo

Stakeholder Comments/Issues : To Whom It May Concern:

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Sincerely,
Michael

NEC DEIS Comments - RECORD #19 DETAIL

Status : [redacted]

Record Date : 11/16/2015

First Name : Michael

Last Name : Follo

Stakeholder Comments/Issues : To Whom It May Concern:

I am e-mailing you is I do have comments from Tier 1 EIS Alternatives Report, Service Plans and Train Equipment Options Technical Memorandum that
aren't mention in the NEC DEIS for the FEIS, they are:

P 4-46/47/48/49/52/54. It mentiones about direct NJ Transit rail service to and from NY Penn Station on the Main, Bergen County, Pascack Valley and Port Jervis Lines using the Bergen Loop on Alternatives 2 and 3 and how many trains an hour would operate to and from NY Penn Station on these lines but doesn't mention how many trains an hour would operate to and from NY Penn Station if NJ Transit restores the West Shore Rail Line and the New York Susquehanna Rail Line in Northwestern, NJ via the Bergen Loop and from
the MOM (Monmouth/Ocean/Middlesex) Rail Line, the Lackawanna Cutoff, the
West Trenton and extension of service west of High Bridge on the Raritan Valley Line.

How many trains an hour would operate to and from NY Penn Station if NJ Transit restores these lines.

Also, this report doesn't mention anything about Metro North bringing some Hudson Line trains to and from NY Penn Station in the forseeable future, how would the Hudson Line fit into this plan for NY Penn Station.

Please e-mail me to let me know that my comments have been received.

Sincerely,
Michael

Attachments : FolloMichael-B_Original.pdf (2 kb)

NEC DEIS Comments - RECORD #19 DETAIL

Status : [redacted]

Record Date : 11/16/2015

First Name : Michael

Last Name : Follo

Stakeholder Comments/Issues : To Whom It May Concern:

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P 4-46/47/48/49/52/54. It mentiones about direct NJ Transit rail service to and from NY Penn Station on the Main, Bergen County, Pascack Valley and Port Jervis Lines using the Bergen Loop on Alternatives 2 and 3 and how many trains an hour would operate to and from NY Penn Station on these lines but doesn't mention how many trains an hour would operate to and from NY Penn Station if NJ Transit restores the West Shore Rail Line and the New York Susquehanna Rail Line in Northwestern, NJ via the Bergen Loop and from
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Please e-mail me to let me know that my comments have been received.

Sincerely,
Michael

NEC DEIS Comments - RECORD #20 DETAIL

Status : [redacted]

Record Date : 11/16/2015

First Name : Michael

Last Name : Follo

Stakeholder Comments/Issues : To Whom It May Concern:

I am e-mailing you is I do have comments on the Alternatives Considered that aren't mention in the NEC DEIS for the FEIS, they are:

Page 4-49 New Segment and P.4-68 New Jersey.
North Brunswick NJ to Colonia, NJ (16-miles) Alternatives 2 and Alternative 3 south of North Brunswick, NJ, what if NJ Transit studies the MOM Rail Study (Monmouth/Ocean/Middlesex) and if the Monmouth Junction route was selected as the Locally Preferred Alternative, how would this effect the MOM trains at Monmouth Junction, would a new tunnel or flyover have to be built at this location and how would the MOM trains effect the proposed Mid Line Loop and new North Brunswick stop for NJ Transit since a new segment would begin in North Brunswick.

If the Monmouth Junction route isn't selected or if the MOM Rail isn't going to be studies, then how would this effect the proposed Mid Line Loop and the North Brunswick stop since a new segment would begin in North Brunswick.

Checkpoints Relief Projects for Alternatives 2 and 3, it mentiones that the Trenton Station and Yard access (NJ), to facilitate rail local train movements, my suggestion is to built a new flyover north of the Trenton Station for SEPTA Trenton Regional Rail Line, the DEIS never mentiones about northbound SEPTA Trenton trains south of the Trenton Station and sometimes north of the Trenton station has to cross over three tracks to the southbound tracks for access to the Trenton Station, this causes both Amtrak and NJ Transit trains to stop near to where the SEPTA Trenton trains have to cross over three tracks, by having this new flyover north of the Trenton station, this would allow SEPTA Trenton Line to discharge passengers on the northbound platform at Trenton Station, then proceed and cross over this new flyover north of the Trenton Station and return southbound and pickup passengers on the southbound platform and eliminate
delays for both Amtrak and NJ Transit trains, in addition, how would this tie in with the proposed Barracks Yard that SEPTA is considering for it's Trenton Regional Rail Line trains to store it's trains.

If SEPTA studies the Cross County Metro between Trenton and Thorndale, how
would this effect the Cross County Metro south of the Trenton Station.

Finally 4-5, it mentiones new stations for Amtrak, another suggestion is to add a new Sunnyside Station in the vicinity of Queens Plaza in Long Island City Queens, the DEIS also doesn't mention that the LIRR is looking at building a new Sunnyside Station as part of it's East Side Access in the future.

By having this new Sunnyside Station, this would give Amtrak riders access to bus routes that serve the Queens Plaza/Queensboro Plaza including NYC Transit subway lines that stop there including the E,M,N,Q R and #7 trains.

Please e-mail me to let me know that my comments and suggestion have been
received.

Sincerely,
Michael

Attachments : FolloMichael-C_Original.pdf (2 kb)

NEC DEIS Comments - RECORD #20 DETAIL

Status : [redacted]

Record Date : 11/16/2015

First Name : Michael

Last Name : Follo

Stakeholder Comments/Issues : To Whom It May Concern:

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By having this new Sunnyside Station, this would give Amtrak riders access to bus routes that serve the Queens Plaza/Queensboro Plaza including NYC Transit subway lines that stop there including the E,M,N,Q R and #7 trains.

Please e-mail me to let me know that my comments and suggestion have been
received.

Sincerely,
Michael

Next speaker is Corrie Folsom-O'Keefe.
MS. FOLSOM-O'KEEFE: I'm going to pass.

NEC DEIS Comments - RECORD #412 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Edith

Last Name : Folta

Stakeholder Comments/Issues :

No railway route should be approved that will encroach upon or diminish the historical areas in and around Old Lyme and its estuary. Too many important stakeholders were unaware of this proposed action until recently. Please postpone votes until more stakeholders can become involved and town meetings and public charrettes can be held.

NEC DEIS Comments - RECORD #2360 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Royce

Last Name : Fontes

Stakeholder Comments/Issues :

No tracks art is important to life

NEC DEIS Comments - RECORD #226 DETAIL

Status : [redacted]

Record Date : 1/21/2016

First Name : Charles

Last Name : Forbes

Stakeholder Comments/Issues :

A new bridge over the Susquehanna River must be part of the improvements made in the NEC corridor. Since there is no pedestrian or bicycle crossing of the river in Maryland, no new bridge should be built without providing a bicycle and pedestrian crossing.

NEC DEIS Comments - RECORD #1078 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Alison

Last Name : Forbis

Stakeholder Comments/Issues :

I live in Old Lyme and am shocked and saddened at the thought of rail tracks being built right through the heart of this lovely, historic village.

Please seek an alternative to draft/plan 1 now under discussion..

NEC DEIS Comments - RECORD #755 DETAIL

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

NEC FUTURE

To Whom It May Concern

As a resident of the Town of Old Lyme, Vice Chair of the Old Lyme Historic District Commission, member of the Roger Tory Peterson Estuary Center Foard of Directors of the Connecticut Audubon Society and Treasurer of the Estuary Transit District (a.k.a. 9 Town Transit), I am writing to express my concerns and opposition to Alternative 1 of the draft EIS Tier 1 NEC FUTURE proposal.

The attached Word doc is the complete letter.

Thank you very much.

Sincerely,

John Forbis
[redacted]
johnlforbis@[redacted]

John L. Forbis
[redacted]
Old Lyme, CT 06371
johnlforbis@[redacted]

February 9, 2016

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

To Whom It May Concern:

As a resident of the Town of Old Lyme, Vice Chair of the Old Lyme Historic District Commission, member of the Roger Tory Peterson Estuary Center Board of Directors of the Connecticut Audubon Society and Treasurer of the Estuary Transit District (a.k.a. 9 Town Transit), I am writing to express my concerns and opposition to Alternative 1 of the draft EIS Tier 1 NEC FUTURE proposal.

My concerns are several fold:

First, the new line would effectively bifurcate the Old Lyme Historic District and the cluster very fine arts organizations that reinforce Old Lyme role as the home of American Impressionism and that are one of the key attractions for residents and visitors to Old Lyme. As sketched on the high level map, the line would plow through the Lyme Academy College of Fine Arts and potentially harm the Lyme Art Association and the Florence Griswold Museum campus structures.

Since 1970 when the Historic District was established, residents and institutions have preserved and improved a historic context that smoothly blends residential, civic, religious, nonprofits, and schools into a pleasing streetscape. Great care has been and must continue be taken to maintain the special village character and balance of the area. The width and height of the proposed four line track as it passes over I 95 would significantly visually and audibly disrupt the village and its aesthetics.

Second, an additional bridge over the Connecticut River Estuary and its apron of salt marshes raises a multitude of environmental concerns, as it would cause disruption to the river, its wetlands, and the habitats of a multitude of wildlife species. The Connecticut River is the only major river delta in the northeast with natural sandbars and salt marshes at its mouth rather than commercial harbor development. Numerous tributaries also flow down from its vast watershed with hills and steep ledges in the northern and central part of the town to drain into the Connecticut River Estuary.

The Town of Old Lyme's preserved Open Space includes large areas of state-owned tidal marshes along the Connecticut River. Alternative 1 could significant impact these areas.

The Connecticut River has been recognized nationally and internationally as a special natural resource. The tidal marshes at the river mouth are acknowledged as "Wetlands of International Significance" under the international Ramsar Treaty. The Nature Conservancy designated the River Estuary as one of their "Last Great Places." The Connecticut River became one of fourteen rivers in the United States designated as an "American Heritage River" by President Clinton.

In conclusion, I sincerely hope that you will thoroughly evaluate all the environmental aspects of this proposal in light to the severe harm it would cause to the Connecticut River Estuary and the Town of Old Lyme.

Sincerely,

John Forbis
[redacted]
johnlforbis@[redacted]

PS Excerpts from the Town of Old Lyme Plan of Conservation and Development, prepared by the Old Lyme Planning Commission, are attached which relate to my concerns

Attachment 1:
Plan of Conservation and Development
Adopted December 28, 2010
Prepared by The Old Lyme Planning Commission
[Inserts bracketed]

Vision Citizens of Old Lyme value the beauty and quiet to be found in their town, despite its equidistant location on Interstate 95 between the major urban areas of Boston and New York City. Decades of effort by volunteer land-use commissioners and dedicated property owners have preserved a great abundance and variety of natural resources and kept Old Lyme as a peaceful, serene haven, with its people strongly in tune with h natural world around them and having a real appreciation for its small-town sense of community. Life in Old Lyme is typically gracious, relaxed, and restful, yet offering, many cultural and social activities. (page 2)

Old Lyme is located at the mouth of the Connecticut River, the only major river in the northeast with natural sandbars and salt marshes at its mouth rather than commercial harbor development. Numerous tributaries also flow down from the hills and steep ledges in the northern and central part of the town to join the Connecticut River and the Sound. The town's natural resources have been a factor in limiting development that would have otherwise overcome the town's rural character. (page 2)

Historically, people have come to Old Lyme to enjoy its natural resources, especially during the summer months. Since the late 1800s artists have come to capture the essence of Old Lyme's landscapes on canvas, and to establish a growing center for the arts along Lyme Street. The Lyme Art Colony started in the early 1900s as the home of American Impressionists and began exhibiting their works at the Phoebe Griffin Noyes Library. They gathered at the home of Florence Griswold's boarding house during the summer. They established the Lyme Art Association in 1914. [The Florence Griswold Association was founded in July 1936 and the museum was purchased in 1941] In the 1970s the Lyme Academy College of Fine Arts was established by Elizabeth Chandler and is now and accredited college [Lyme Academy of College Fine Arts, a College of the University of New Haven]. Lyme Street is an arts center for the region with the Florence Griswold Museum, Lyme Art Association, Lyme Academy College of Fine Arts, and several art galleries. (page 2)

Lyme Street is the artery through the town's civic center and Historic District. It is the location of most government offices, school activity and the historic religious center from a time when religion and government were closely intertwined. Despite continuing population growth, the last decades have seen expansion to the Memorial Town Hall and to the Congregational and Catholic churches accommodated without relocation away from Lyme Street. (pages 2 & 3)

Natural Resources Situated on the east side of the Connecticut River where it meets Long Island Sound, Old Lyme's most outstanding natural feature is its estuarine environment. Hundreds of acres of protected tidal marsh fringe the river. Large estuarine islands, protected coves and rocky headlands enhance the riverfront.(pc 3). Water or wetlands, including rivers, ponds, lakes and their associated wetlands and tidal wetlands associated with Long Island Sound make up one-fifth of the town's area. (page 3)

Appreciation for a Unique Resource The Connecticut River has been recognized nationally and internationally as a special resource. The tidal marshes at the river mouth are acknowledged as "Wetlands of International Significance" under the international Ramsar Treaty. The Nature Conservancy designated the Connecticut River Estuary as one of their "Last Great Places." The area alone the Connecticut River from the Canadian border down to the Connecticut shore at Old Lyme is designated as the Silvio Conte

Fish and Wildlife Refuge. The Connecticut River became one of fourteen rivers in the United States when it was designated as an "American Heritage River" by President Clinton. Most recently, the Connecticut River and its surrounding hillsides has been incorporated into the state Greenway System. (page 5)

Critical Issue: Preserving Open Space Old Lyme's preserved open space includes a large areas of state-owned tidal marsh along the Connecticut River, but little of the town's upland area is permanently protected, although such protection is a high priority for the town's citizens. (page 11)

Looking to the Future

Goal The goal that has guided Old Lyme for the past thirty-five years remains essentially the same. ***To maintain the small-town character of Old Lyme while providing for limited growth consistent with the need to preserve existing natural, cultural and historic resources.*** (page 11)

Policies Land should be set aside as open space in accordance with the town's Open Space Plan to preserve important natural resources, protect....bodies of water,.... and maintain the visual and aesthetic rural character of the town. Commercial development should be compatible in scale and appearance with town character and be designed primarily to serve the retail and service needs of local residents. (page 12)

Looking to the Future: Recommendations

1. Future development must incorporate protection of natural resources to preserve natural resources, protect drainage ways..... and maintain the scenic character of Old Lyme. Equal attention to protection must be provided for the town's historic and cultural resources, which link the Town to its past and enhance its strong sense of community. (page 14)

2. Protect fragile natural areas, including inland and tidal wetlands, floodplains, steep slopes, mature tree stands and unusual geographic features as permanent open space. (page 14)

3. Adopt of amend a demolition delay ordinance for historic houses to provide time to consider alternatives to demolition and that would provide notice to the Historic District Commission for potential action. (page 16)

4. New development should incorporate size characteristics and landscaping that reflects the historic small-town character of Old Lyme. Building and site design should be compatible with the historic image of Old Lyme in building size and architecture, signage, lighting, parking, and landscaping. (page 17)

Looking to the Future: Land Use Recommendations

Fine Arts District The existing historic arts cluster, which includes the Lyme Academy College of Fine Arts, the Lyme Arts Association, and the Florence Griswold Museum, provides a basis for a district focused on a range of activities that relate to and support the arts. Schools, museums, studio and exhibit space, galleries, restaurants, overnight lodging, and living space for artists and art students could be encouraged in this district consistent with the rural and historic character of the area. (page 23)

Historic Village District The Lyme Street area, the town's civic center, has preserved a historic context that smoothly blends civic, religious and residential uses into a pleasing streetscape. Great care must be taken to maintain the special village character and balance uses in the area. A special Village Zoning District might be helpful in this effort. (page 23)

NEC DEIS Comments - RECORD #834 DETAIL

Status : [redacted]
Record Date : 2/11/2016
First Name : Georgina
Last Name : Forester
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. Apparently, you are NOT concerned about preserving this land as a refuge for several declining bird species as well as other animals. The destruction of the Patuxent Wildlife Refuge is NOT GOOD FOR THE ENVIRONMENT. Are inducements being offered by the railroad company to pass this??

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,

NEC DEIS Comments - RECORD #341 DETAIL

Status : [redacted]

Record Date : 1/27/2016

First Name : Paul

Last Name : Formica

Stakeholder Comments/Issues :

To Whom It May Concern,

I have attached a letter for your consideration. Thank you for your attention in this matter.

Best,

Senator Paul M. Formica, District 20
Paul.formica@cga.ct.gov
Senate Minority Whip
Proudly serving Bozrah, East Lyme, Montville, New London, Old Lyme, Old Saybrook, Salem and Waterford

Attachments : NEC FUTURE railroad.pdf (271 kb)

State of Connecticut

SENATE

SENATOR PAUL FORMICA
TWENTIETH SENATE DISTRICT

LEGISLATIVE OFFICE BUILDING
300 CAPITOL AVENUE, SUITE 3400
HARTFORD, CONNECTICUT 06106-1591
CAPITOL: (800) 842-1421
E-MAIL: Paul.Formica@cga.ct.gov
WEBSITE: www.SenatorFormica.com

SENATE MINORITY WHIP

RANKING MEMBER
ENERGY & TECHNOLOGY COMMITTEE

MEMBER
APPROPRIATIONS COMMITTEE
PUBLIC SAFETY COMMITTEE

January 27, 2016

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

To Whom It May Concern:

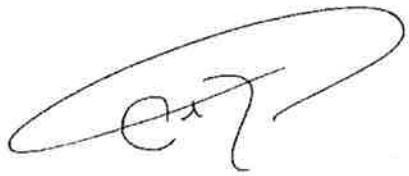
As State Senator for the 20th District which includes Old Lyme, an area where the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement affects. I strongly object to the proposal within "Alternative 1" wherein the tracks would be moved and would cut through the Town of Old Lyme. This proposal would have negative social and environmental impacts on the town, which I feel have not been properly taken into consideration.

There are severely worrisome 'eminent domain' implications regarding this proposal that would destroy Old Lyme's infrastructure, community, and overall way of life. "Alternative 1" would negatively affect homeowners, the Old Lyme Historic District (including many shops, historic art galleries, the Florence Griswold Museum, and the Lyme Academy of Fine Arts), businesses, and the character within this quiet, beautiful community. Not to mention, the environmental impacts including additional pollution and the demolition of wetlands, open space and our natural resources.

I ask, before this process moves any further, that this proposal be removed from any current and future studies. In addition, I do not believe I, or my constituents, were given enough notice or time to digest this plan and the potentially drastic effects it could have on Old Lyme or the region. Therefore, I respectfully request, should this proposal not be removed, that there be a public hearing in Old Lyme, CT before the comment period ends on February 15th. The people of Old Lyme and the region deserve to have their voices heard on a proposal that would drastically alter their lives.

Thank you.

Sincerely,



Paul M. Formica
State Senator
District 20

cc: Congressman Joe Courtney
cc: Senator Chris Murphy
cc: Senator Richard Blumenthal
cc: State Representative Devin Carney
cc: First Selectwoman Bonnie Reemsnyder
cc: Commissioner James Redeker, Connecticut Department of Transportation

NEC DEIS Comments - RECORD #324 DETAIL

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

I am very much opposed to the proposed "invasion" of Amtrak into residential Long Island. I am particularly opposed to Alternative Number 3 contemplating railroad service through the heart of Garden City and other residential communities.Why is such incredible proposal is even considered?To save few minutes from the present service New York-Boston-New York?At the cost of billions of dollars of taxpayer's money?It is totally asinine and it just does not make sense diluting property values in priced residential areas with many school activities.I cite some of the consequences of implementing such proposal:1. Safety. Running such trains through the heart of heavily populated villages along a good part of Long Island creates strong possibilities for major accidents and loss of life at all crossings. The proposed rail would run in the close proximity of Grade and other Schools. How many children would have to lose their lives to understand this project is faulted?
2. It may be speculative but most probably true that there will be freight traffic as well. Some of the freight will without doubt contain HazMats and it would be criminal to run such materials through heavily populated area. The idea of accidents occurring due to either mechanical malfunctions or human errors is not "IF" but "WHEN". It is inevitable.
3. It is a given fact that property values will drop like a stone. Not only for all the housing in the vicinity of the proposed rail, but for the entire village affected by this proposed service.
4. Whether the project is planned to be funded by the State of New York or the federal DOT, it is still funded by taxpayers money who would certainly like to see their money allocated to either a reduction in taxes or to much more sensible projects including, but not limited to, new buildings such as housing and office, new schools, refurbishment of older constructions, better public services to benefit local communities, better road maintenance, better Fire Fighting equipment, better Police technology, just to name a few.
The railroad proposal is not feasible and should be abandoned. Governor Cuomo should have realized that at the outset.
Steve Forte[redacted]

NEC DEIS Comments - RECORD #24 DETAIL

Status :	[redacted]
Record Date :	11/23/2015
First Name :	Carl P.
Last Name :	Fortuna, Jr.
Stakeholder Comments/Issues :	
Attachments :	Town of Old Saybrook.pdf (37 kb)

TOWN OF OLD SAYBROOK

Office of the Board of Selectmen

302 Main Street • Old Saybrook, Connecticut 06475
Telephone (860) 395-3123 • FAX (860) 395-3125

November 13, 2015

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

Re: **NEC Future**

Dear Ms. Reyes-Alicea,

I have received and reviewed your brochure entitled "Our Future on Track". Thank you for sending this to me. Also, I attended a Federal Rail Administration (FRA) meeting in Hartford concerning this topic some time ago.

Obviously, investing and upgrading the NEC passenger rail line is critical to regional mobility, as the FRA points out in the report. However, in reviewing the options presented I fail to see the Old Saybrook Train Station listed on any of the Alternatives. I do note that not all stations are shown on your maps. Old Saybrook's absence may simply be due to space saving on the map.

You should be aware of the dramatic improvements that have been made and will be made next year at and near this train station. First, the State of Connecticut has built a new 199 space parking lot so that this busy train station will have much improved free parking options. Second, a new 186 unit apartment complex is being built (construction starts Monday, November 16, 2015) within walking distance of the train station. Lastly, the Town of Old Saybrook will be widening and rebuilding North Main Street, the main artery serving the Amtrak train station. There will be sidewalks and ample lighting on both sides of the street. This will provide an excellent connection to Old Saybrook's vibrant downtown which is within easy walking distance. Governor Malloy recently hailed all this activity as a model transit oriented development, a trend in both Connecticut and our neighboring states.

All in all, we expect to see train station ridership in Old Saybrook pick up significantly over the next few years as a result of these improvements. Amtrak service is vital to both the town and the ridership. Please contact me should you care to discuss this issue. Thank you for your attention to this matter.

Sincerely,

Carl P. Fortuna, Jr.
First Selectman, Town of Old Saybrook

TOWN OF OLD SAYBROOK

Office of the Board of Selectmen

302 Main Street • Old Saybrook, Connecticut 06475
Telephone (860) 395-3123 • FAX (860) 395-3125

November 13, 2015

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

Re: **NEC Future**

Dear Ms. Reyes-Alicea,

I have received and reviewed your brochure entitled "Our Future on Track". Thank you for sending this to me. Also, I attended a Federal Rail Administration (FRA) meeting in Hartford concerning this topic some time ago.

Obviously, investing and upgrading the NEC passenger rail line is critical to regional mobility, as the FRA points out in the report. However, in reviewing the options presented I fail to see the Old Saybrook Train Station listed on any of the Alternatives. I do note that not all stations are shown on your maps. Old Saybrook's absence may simply be due to space saving on the map.

You should be aware of the dramatic improvements that have been made and will be made next year at and near this train station. First, the State of Connecticut has built a new 199 space parking lot so that this busy train station will have much improved free parking options. Second, a new 186 unit apartment complex is being built (construction starts Monday, November 16, 2015) within walking distance of the train station. Lastly, the Town of Old Saybrook will be widening and rebuilding North Main Street, the main artery serving the Amtrak train station. There will be sidewalks and ample lighting on both sides of the street. This will provide an excellent connection to Old Saybrook's vibrant downtown which is within easy walking distance. Governor Malloy recently hailed all this activity as a model transit oriented development, a trend in both Connecticut and our neighboring states.

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Sincerely,

Carl P. Fortuna, Jr.
First Selectman, Town of Old Saybrook

Office of the Selectmen
Old Saybrook Town Hall
302 Main Street
Old Saybrook, CT 06475-2384

Submission ID # 19

HARTFORD CT 061
17 NOV 2015 PM 2 L

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

10004145204

NEC DEIS Comments - RECORD #197 DETAIL

Status : [redacted]

Record Date : 1/19/2016

First Name : Aaron

Last Name : Foster

Stakeholder Comments/Issues :

Alternatives 2 and 3 and their connection to UConn is a great idea and would provide new routes and accessibility to the region. I highly urge the FRA to consider these alternatives as the recommended option.

NEC DEIS Comments - RECORD #2669 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Emilie

Last Name : Foster

Stakeholder Comments/Issues :

I highly oppose the NEC Alternative 1 that would destroy the campus of Lyme Academy College. While I am a proponent of expanded rail use in New England, this disruption would permanently alter the community of Old Lyme in a negative way. I attended Lyme Academy from 2008 - 2012 and am an active member of the Alumni. This school is extremely valuable and a rare gem in the art community. I can't imagine its survival after such a blow. I hope that there is another way that this can be rectified.

NEC DEIS Comments - RECORD #1817 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Monique

Last Name : Foster

Stakeholder Comments/Issues :

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

State of New Jersey

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

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

January 20, 2016

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

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

Dear Ms. Reyes-Alicia:

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

Natural Resources -

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

Historic and Cultural Resources:

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

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

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

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

Land Use:

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

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

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

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

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

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

Site Remediation

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

Stormwater Management

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

Air Mobile Sources

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

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

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

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

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

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

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

Sincerely,

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

Enclosure

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

Revised 8/2015

Bureau of Water Allocation & Well Permitting
Construction Related Dewatering Guidance

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

Well Permitting

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

Water Allocation

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

Diversion of more than 100,000 gallons of water per day (≥ 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

State of New Jersey
Department of Environmental Protection
Office of the Commissioner
PO Box 402
Trenton, NJ 08625-0402

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

1000431452 C014

NEC DEIS Comments - RECORD #2803 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Liz

Last Name : Frankel

Stakeholder Comments/Issues :

Alternative 1 would severely impact the commercial and historical districts of Old Lyme. Please reconsider destroying the heart of the Old Lyme community. This would surely be the result of Alternative 1 were pursued.

NEC DEIS Comments - RECORD #1096 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Frederic

Last Name : Franzius

Stakeholder Comments/Issues :

Representative Joe Courtney, the New London Day have opened our eyes and ears to the possibility the town of Old Lyme being railroaded right through their tiown, as if it didn't matter if the Railroad tracks would send house after house crashing that town's heritage into photographs that could be seen only on paper or in computers.

NEC DEIS Comments - RECORD #470 DETAIL

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

I am a resident of Garden City and am opposed to the "Alternative 3". Further more it is your obligation to properly inform the public of how they intend to spend billions of tax dollars through much more open and transparent ways.

NEC DEIS Comments - RECORD #1999 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Rick

Last Name : Frazier

Stakeholder Comments/Issues :

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

2. Technological leaps that cannot even be imagined today will render any newly designed system completely obsolete and terribly inefficient by comparison. Focusing on investments that improve existing tracks and increase frequency of service would be a more prudent course that will minimize switching costs when a technological leap occurs.

3. The cost estimates for anything more dramatic than improving existing tracks and increasing frequency of service will be grossly unrealistic. Rail project overruns average 45%. Such cost overruns have become practically unavoidable as overly optimistic budgets are initially submitted to increase the odds of approval. (See: "Megaprojects and Risk" by Bent Flyvbjerg)

4. Any sane person who visits the area of Old Lyme CT that will be affected by Alternative 1 would quickly recognize the devastation that would be visited upon the landscape and heritage of that community. Deploying such devastation under the guise of an overall objective of "life quality improvement" is nothing short of madness.

NEC DEIS Comments - RECORD #2258 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Joe
Last Name : Frederick
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.

24

RUBY SIEGEL: And thank you for introducing yourself, because I think I forgot to mention when you come up to speak to just make your -- give your name and affiliation.

The next speaker is Samuel Freedman.

SAMUEL FREEDMAN: Good afternoon. My name is Samuel Freedman. I am a local Baltimore resident. I've been a rail fan since the age of maybe five or six years old. And I am here to speak in favor of the transformative alternative to the Northeast corridor. As our population increases, as the earth's temperature increases, we need more reliable, low carbon energy, and that means electrified rail.

I'd also like to say that there needs to be a closure of the gap in commuter rail service between the Maryland area and the Philadelphia area. Amtrak should not be the only alternative to move north. You have a consistent, continuous commuter rail system from Newark, Delaware all the way up to New London,

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Connecticut, but there's a gap between New London and Providence. Thank you.

RUBY SIEGEL: Thank you.

NEC DEIS Comments - RECORD #360 DETAIL

Status : [redacted]

Record Date : 1/28/2016

First Name : Michele

Last Name : Freeman

Stakeholder Comments/Issues :

Would like to keep updated to the developments and hearing dates.

NEC DEIS Comments - RECORD #1540 DETAIL

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

Please don't ruin Old Lyme by implementing Alternative 1! This plan makes little sense and significantly damages the character and historic nature of a beautiful town.

NEC DEIS Comments - RECORD #497 DETAIL

Status : [redacted]

Record Date : 2/2/2016

First Name : Shane

Last Name : French

Stakeholder Comments/Issues :

No.

The next speaker is Matthew Frentz.

MR. FRENTZ: Hello. My name is Matt Frentz. Like Donna, I'm an organizer with ConnPIRG, and like her I am not from this region. I recently relocated from Kentucky and have been learning about the region and the transportation and things around here.

The main thing for me is that I grew up in an area where I was very car-dependent, especially in college in northern Kentucky. It's a rural area, and I was very dependent, I needed a car to get around. And I think what we have here in the Northeast region is very unique. Things are very close together. We have an amazing opportunity to link these communities together to get our dependency off of automobiles, to lower our environmental impact. By doing that, we can expand rail here in the Northeast and make connections even better.

It's going to attract more people like myself, young professionals to the region. It would keep people that are being educated here, like some of the wonderful students we have with us, in the region when they complete their education. Thank you.

HEARING OFFICER SIEGEL: Great. Thanks a lot.

NEC DEIS Comments - RECORD #1136 DETAIL

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

Please act as responsible agencies and follow a doctor's rule, "First, Do NO Harm!!! We have a representative government that include little town and individual rights. Make sure they are not violated in the rush to modernity

NEC DEIS Comments - RECORD #2181 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Gil

Last Name : Fried

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."

Such an effort will be a waste of my taxpayer money and will not improve anything that cannot be accomplished by moving the rail a mile or two away.

NEC DEIS Comments - RECORD #1618 DETAIL

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,
Jeffrey A. Friedhoffer
Columbia, MD 21044

Sent from my mobile

NEC DEIS Comments - RECORD #149 DETAIL

Status : [redacted]

Record Date : 1/12/2016

First Name : Paul

Last Name : Friedman

Stakeholder Comments/Issues :

I can guarantee that if you had walk on service for bicycles, I would certainly travel to new destinations for overnight or several night trips. I now use MTA (MetroNorth, LIRR) and NJ Transit for same day trips. Would love to have AmTrack on my list to!

NEC DEIS Comments - RECORD #2020 DETAIL

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

Although I recognize the need for improved rail service for the future of our country and that sea level rise will impact rails near the water, I am asking you to seek an alternate solution to expansion of the NEC through Old Lyme, CT. The plan for Alternative 1 would destroy the artistic heart of this historic town. Old Lyme is the home of revered artists of the past and hopeful artists of the future. The Florence Griswold Museum, The Lyme Art Association and the Lyme Academy College of Fine Arts are a destination for art lovers, a vital part of Connecticut's tourism and beloved by those who live in this small community. I have to believe that creative engineers and planners can develop a solution to preserve creative artists.

P R O C E E D I N G S

(5:13 p.m.)

MR. FRIEDRICHS: My name is Peter Friedrichs. I'm the Director of Planning and Economic Development for the City of Central Falls, Rhode Island. Central Falls, combined with neighboring Pawtucket, is a very dense urban area with almost 100,000 residents. Service is proposed to a Pawtucket train station in Tiers 2 and 3 of the Northeast Corridor Environmental Impact Statement.

The new station would provide access to the Northeast Corridor from northern Rhode Island and southeast Massachusetts without dealing with the congestion of Downtown Providence. It also provides an economic development opportunity to one of the poorest areas in the region with millions of square feet of vacant and under-utilized former manufacturing space, as well as zoning regulations that permit millions more.

Finally, this station will provide access to the newly created Blackstone National Park.

(5:13 p.m.)

Next speaker is Peter Friedrichs. (No response) Maybe Peter will come back later.

NEC DEIS Comments - RECORD #552 DETAIL

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

To Whom it May Concern,

The membership of the Massachusetts Bicycle Coalition (aka MassBike) is wholeheartedly in support of Amtrak initiating roll-on bicycle access throughout the entire national system, and particularly in the Northeast Corridor.

This is not written to appease a small group of laughable Pee Wee Hermans. This is written to appease an entire generation of "Millennials" that drive the entire economy of the Northeast Corridor. In Boston our primary "job creators" are students who travel far and wide to attend our universities. This generation does not view transportation through a 21st Century lens.

We know this to be true:

- Less than 29 percent of 18 year olds in American even have a drivers license.
- Statewide 17 percent of Massachusetts students live by bicycle.
- Between 20 and 50 percent of rush hour traffic traveling over the Longfellow Bridge between Cambridge and Boston is on bicycle year round.
- Within MetroBoston upwards of 30 percent of students live by bike.

The media recently celebrated the 30th anniversary of the movie *Back to Future*, which sets its protagonist forward to the year 2015. We laugh at how wrong the movie was with its flying cars. Today's Marty McFly could care less about his muscle care and more about his mobile phone, Twitter, and living in a hip urban neighborhood where he needs no car but relies more and more on a bicycle.

Likewise our former Gov. Michael Dukakis, a longtime member of the Amtrak Board of Directors, bet heavily on touting the Interstate 95 beltway around Boston as "America's Technology Highway." He nearly nailed it. But all those MIT and Harvard kids have eschewed traffic jams and country clubs for cafes and microbreweries. The true "Creative Corridor" of Boston and Cambridge runs along not an Interstate but the Minuteman Bikeway, which connects to our MBTA and North and South Stations. Bike share, car share, and collaborative work spaces rule the day.

Indeed three years after Biogen moved out of the MIT Kendall Square to a beltway campus it moved BACK into the city to keep its talented staff closer to the city.

If we are going to continue to see the Northeast Corridor flourish both culturally and economically, bicycles are going to be THE key complement to Amtrak's train service. And roll-on access is a simple means to provide that access.

Thank you for the consideration,

Richard Fries
Executive Director

--
Help us make Massachusetts one of the most bike friendly states in America. Contact your state lawmakers and urge them to support passage of the Vulnerable Users Bill which will require motorists to give us enough space on the road when passing. (The Bill Numbers are H. 3073 and S. 1810.) Or just as important you can become a member by clicking here: Join MassBike Today! <http://massbike.org/get-involved/join/>

Richard Fries
[redacted]
Boston, Mass. 02109

[redacted]

Twitter: [redacted]
[redacted]

NEC DEIS Comments - RECORD #770 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Don

Last Name : Frix

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1686 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Susan

Last Name : Frost

Stakeholder Comments/Issues :

While high speed rail is an idea I can support, I do not support a plan that ruins one of the most beautiful stretches of coast/land in the country. This plan is not well thought out and the cost is astronomical. Why not start with improving the current infrastructure, beginning with the bridge between Old Saybrook and Old Lyme that spans the Connecticut River? It is an accident waiting to happen...

GREATER BALTIMORE COMMITTEE
Regional business leaders creating a better tomorrow... today.

Stephanie C. Hill, *Chair*
Lockheed Martin

Donald C. Fry
President & CEO

January 19, 2016

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

Re: GBC Comments on FRA NEC Future Public Hearing

Dear Ms. Reyes-Alicea:

The Greater Baltimore Committee (GBC) is the preeminent regional business organization representing a broad spectrum of businesses in Baltimore City and its five surrounding counties. For over sixty years, our organization has promoted sound public policy in the areas that affect business with a particular emphasis on transportation since it is so vital to the economic health of a region.

The GBC advocates for public policies that strengthen the business climate of the Greater Baltimore area. The GBC has a rich legacy of working in collaboration with government to find solutions to problems that negatively affect our competitiveness and vitality as a region. It is an organization that prides itself on advocating for changes in public policies that strengthen the business community and improve the quality of life in the region, and it is well known for its involvement in promoting transportation projects needed in the region. The GBC also believes that the business community must focus public attention on needs for the future.

As we have from the outset of the NEC FUTURE process, the GBC applauds the Federal Railroad Administration for undertaking the EIS process for an improved Northeast Corridor since more efficient high speed ground transportation is critical to the economic advancement of businesses located along the Northeast Corridor.

We understand the planning needs of FRA to conduct an analysis such as this. Yet, the projected levels of investment of the three alternatives are staggering: $65 billion for Alternative 1, maintaining the role of rail with sufficient additional service to keep pace with population and employment growth; $135 billion for Alternative 2, growing the role of rail with service to new markets and accommodating a greater portion of the population; and $290 billion for Alternative 3, transforming the role of rail by becoming a dominant mode choice of travel in the Northeast. These required levels of investment suggest the need for an alternative means of financing, such as some form of a public private partnership for there is no way the federal government would absorb these costs, even over a 40 year time frame. Additionally, access to private capital would make the schedule for completion of the corridor more timely irrespective of the preferred alternative. For many years, there has been a push to increase public private partnerships in

111 South Calvert Street • Suite 1700 • Baltimore, Maryland 21202-6180 • 410-727-2820 • 410-539-5705 (fax) • www.gbc.org

transportation. The Northeast Corridor, with the density of population producing so much of the GDP for the entire country, is the textbook example of a location for such a partnership.

Furthermore, GBC maintains that the B&P Tunnel is an infrastructure item along the NEC that needs immediate attention for the present safety and security of the traveling public. The $4 billion plan to install a network of four single-track tunnels arcing north around the current B&P path is a critically urgent need. We are encouraged that a separate EIS process is underway for the B&P replacement although construction funding will be needed after the tunnel planning process is completed in 2017.

We also urge FRA to consider maglev technology fully in its NEC EIS. Having seen study results for maglev technology, we know that maglev has lower annual operating costs primarily because the technology uses less energy; creates much less wear and tear on the system's infrastructure since the vehicle levitates above the guideway; and is capable of higher speeds with faster acceleration and deceleration. This also enhances the prospect for attracting private investment.

But for the private sector to invest there must be a fair return on that investment. The maglev technology, which costs less to operate and maintain year after year, is the one most likely to induce investors to participate. That is why the Greater Baltimore Committee believes that a very accurate assessment of the true lifecycle costs and benefits of maglev versus conventional rail is a critical issue that must be addressed in the EIS in order to attract private investment. Access to private capital could also make the schedule for completion of the corridor more timely.

Overall, GBC is encouraged that the EIS phase of future NEC improvement is moving ahead. We still maintain that funding will be a decisive element in the process, and therefore encourage that serious thought be given to a public private partnership endeavor. Along these lines, GBC further suggests that private sector involvement such as in the application of maglev technology on the NEC, be thoughtfully considered.

Sincerely,

Donald C. Fry
President & CEO

GREATER BALTIMORE gbc COMMITTEE
111 South Calvert Street
Suite 1700
Baltimore, Maryland 21202-6180

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

10004145204

NEC DEIS Comments - RECORD #1761 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Brandon

Last Name : Fugger

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 #147 DETAIL

Status : Pending
Record Date : 1/12/2016
First Name : Andrew
Last Name : Fuller
Stakeholder Comments/Issues :

While I greatly appreciate the vision to transform rail travel, and I think we should maintain that goal and vision, I think it is unlikely that congress will be allocating the funds for that sort of vision (alternative 3) any time soon. I would like to see a focus on more practical issues (like alternatives 1&2) instead of the risk of sticker shock from alternative 3 and getting the status quo when congress doesn't bite.

Some elements of alternative 3 could certainly be incorporated in other plans, but the sheer amount of tunneling seems unrealistic for our current political dynamic.

Specific to Philadelphia - I believe it would not be a responsible move to locate a "downtown" Philadelphia Amtrak station. (Also, you may wish to utilize the term "Center City" - so it appears you are familiar with our city.) Please consider this planning in context with other planning efforts in Philadelphia (30th Street Station District Plan, Innovation Neighborhood - Drexel University, Children's Hospital of Philadelphia expansion, University of Pennsylvania expansion, Comcast Innovation and Technology Center, among several other developments in University City and Center City West). By 2040, 30th Street station will find itself in a much more central location to the business, research, education, and medical hubs than Market East. Additionally, the benefits of keeping one central Amtrak hub for inter-city travel, rather than two, should not be ignored. If tunneling under Philadelphia is needed to achieve the highest speed rail or a second spine, tunnel under 30th Street, or within a distance to co-locate these stations.

I would submit Boston as an example. Even as a savvy rail traveler, the combinations of their Back Bay, North, and South stations is confusing. Philadelphia enjoys having one Amtrak station for the core of the city. SETPA (regional rail, buses, trolley, and MFL) offers adequate and speedy connections to Center City from 30th Street Station. This tunnel to Market East would be a waste of money for a station that would add unneeded complexity to inter-city travel and land the new station far from the areas of Philadelphia that are currently booming and projected to be growth points in the future.

NEC DEIS Comments - RECORD #1189 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Gail

Last Name : Fuller

Stakeholder Comments/Issues :

These comments pertain to the NEC FUTURE Tier 1 Draft Environmental Impact Statement (EIS). I want to voice my objections to the proposed new rail line that would go through the center of Old Lyme, Connecticut. The plan as proposed would bi-sec Lyme Street and cause devastating effects to our community and our natural resources. It would also have a negative impact on the surrounding natural environment as well as the historical, economic, cultural, and archaelogical heart of Old Lyme. It is imperative that the present plan be revised and the proposed rail line be rerouted to another location. This rerouting is important for the future of Old Lyme. It would leave our community intact and not divided by a rail line.

NEC DEIS Comments - RECORD #974 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Kathy

Last Name : Fulton

Stakeholder Comments/Issues :

Due to the location of Alternative 1, in relation to the historic district of Old Lyme, I strongly request this alternative be dropped from consideration in the future railroad expansion projects.

NEC DEIS Comments - RECORD #2392 DETAIL

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

Reference (a) The Town of Old Lyme, CT Website Entitled NEC Futures Plan:
http://www.oldlyme-ct.gov/Pages/OldlymeCT_Selectmen/railroad

(b) The Naugatuck Valley Council of Government Article Entitled NEC Future Hearings Summary Found at
http://nvcogct.org/news/nec-future-hearings-summary

(c) The Link in Reference (a) Entitled: Article in Hartford Courant 2/10/16

(d) The Link in Reference (a) Entitled: NEC Corridor Alternative 1 Statement

(e) The Link in Reference (a) Entitled: Letter from Connecticut River Gateway Commission

(f) The Link in Reference (a) Entitled: Comments NEC Future Cover Letter

(g) The Link in Reference (a) Entitled: Comments NEC Future

(h) The Link in Reference (a) Entitled: NEC FUTURE Tier 1 Draft Environmental Impact Statement Summary

(i) An Article Published in The Connecticut Mirror, Last Updated January 05, 2016, and Available at The Day Web Site:
http://www.theday.com/article/20160104/NWS01/1601

(j) A Jointly Written Letter From Sen. Blumenthal, Sen. Murphy and Rep. Courtney to Administrator Sarah Fineberg,
Federal Railroad Administration Dated February 5, 2016; Subj: NEC FUTURE Tier 1 Draft EIS Found at:
https://courtney.house.gov/media-center/press-releases/courtney-blumenthal-murphy-call-federal-railroad- administration-work

My comments concerning the NEC Futures Plan are, in part, based upon the information contained in Ref. (a). A quick Google search yielded Ref. (b) which was dated Dec.11, 2015 and, in part, states:

"The FRA is seeking public comments on the NEC Future Draft Environmental Impact Statement (DEIS). FRA has scheduled public forums in New Haven on December 14 and Hartford on January 13. They will also accept written comments through January 30, 2016.

Reference (b), dated Dec. 11, 2015, came to the light of day just three (3) days before the New Haven public forum and thirty-three (33) days before the Hartford forum. I have not made time to determine just how and when (a date that precedes Dec. 11, 2015) that the Naugatuck Valley Council of Government learned of these forums.

Also, I have been unable to determine what requirements, if any, are imposed upon the FRA to publish a Public Notice, i.e. a Legal Notice, informing the public about such a forum, how many days in advance of the first public forum that a Legal Notice must be
published and where such a notice must be published to ensure that the potentially affected town, city, county and/or state, along with the citizens residing in such entities, receive proper notification. Proper notification may have been done but I have been unable to find any evidence of such notification.

Ref. (c) quotes information from the FRA's agency spokesman, Matthew Lehner, who stated:

" ' The Federal Railroad Administration wants feedback - good and bad - from Old Lyme and all communities along the Northeast Corridor on the four draft versions,' agency spokesman Matthew Lehner said by email Wednesday."

My following comments, observation, speculations and opinions, no doubt, from the perspective of the FRA, will fall into Matthew Lehner's 'bad' feedback category, i.e. against the NEC FUTURE Study Alternative1, Tier 1 Draft Environmental Impact Statement (DEIS) (Alternative 1) proposal, but I believe I will be in 'very good company' and, I might add, proud to be in such company. I live in the Town of Lyme, CT, which borders Old Lyme to its north. My property in Lyme would NOT be directly impacted by Alternative 1 but, none the less, I have significant concerns about this particular proposal and how it would negatively impact the southeastern Connecticut region.

I am in full agreement with the very well made comments contained in Ref. (d), (e), (f) and (g). Each of these references, from their own perspective, eminently reflect my view point too and thus I will not be repetitive. They have 'said it all'! Rather, I will comment on what appears to be the 'late awakening' of a host of public officials, Federal, State and southeastern Connecticut town officials, to the existence of both Alternative 1 and its public comment deadline. I hasten to add that I do NOT blame or in any way intend to denigrate these public officials. It is my intent to understand how such a proposal has gotten this far without, what seems to be, any knowledge of its existence by any public official until JUST VERY recently. Ref. (h) curiously has NO DATE OF ISSUE printed anywhere in this document but does contain the following two statements: Page S-1 in the SUMMARY section states, in part " The Federal Railroad Administration (FRA) launched NEC FUTURE in 2012 to evaluate improvements to address passenger rail transportation needs within the Study Area shown in Figure S-1." Page S-32 in section S.8 NEXT STEPS states, in part: "A public comment period will be held, beginning with a Notice of Availability in the Federal Register and extending through January 30, 2016." It should be noted that this comment period deadline has been extended twice, once to February 15, 2016 and then again to February 16, 2016. I suspect this 'late awakening' to Alternative 1, which came to light, as best

as I have been able to determine, some time in December 2015 to some public officials, but locally it was not known until some time in January 2016 and thus the need, and rightly so, to extend the comment period deadline to February 16, 2016. My question is why and how did the NEC FUTURE PLAN, launch in 2012, stay 'well below the radar' of our public officials for approximately three (3) years before its 'draft' contents became, and rightly so, the subject of public concern? Was it the intent of the FRA to get this plan as far down the 'tracks' (pun intended!) with little or no notice by the public and the public officials of the potentially impacted regions of our state? Reference (i) quotes Connecticut's Transportation Commissioner, Mr. James Rederker: " 'My gut instinct is that more time would be helpful,' said DOT Commissioner Rederker. But he said some of the motivation for the current compressed timetable is to get things approved before the end of the Obama administration."

In support of my assumption that an unfortunately 'late awakening' to this FRA proposal occurred, I quote part of Old Lyme's First Selectwoman's letter dated January 13, 2016, Ref. (d), which is the earliest written documentation on this subject that I have been able to find:

"I am equally concerned that the Federal Rail Administration did not contact the First Selectman's office personally to solicit feedback and comment. Hearing about plans that have a major impact on our community through the grapevine is unacceptable."

Note that the date of this letter, January 13, 2016, is the same date as when the second of two public forums - the one that was held in Hartford, occurred. See Ref. (b) and the quote from it that I included above at the beginning of this correspondence.

Another 'late awakening' example is Ref. (j) written on February 5, 2016, just 11 days before the February 16, 2016 comment period deadline. It is a well written letter that gets to the heart of the matter but its date indicates to me that the authors have only become aware of the FRA's DEIS and Alternative1 just relatively lately.

By copy of this correspondence to Sen. Blumenthal, Sen. Murphy and Rep. Courtney, via fax - I can not find an email address for any of them - I am requesting that each, either individually or cooperatively together, determine how such a potentially large plan, that could significantly impact the southeastern Connecticut region, was able to advance to its present stage of development over a three year period of time without, seemingly, anyone knowing about it until just relatively recently. I am also requesting the FRA work cooperatively with the offices of the three aforementioned individuals to help them develop policies and procedures which will allow Senators and Representatives to become aware of, in the EARLY stages of potential federal projects that could impact their State.

For those who made it all the way through this 'tome', I thank you. In hopes that you understand my sense of humor, I will restate my position on Alternative 1 in a couple of sentences. I do not want this train to leave the station! Rather, it is to be put on a one-way, dead ended siding rail!

Thanks for 'listening'!

G. Michael G. Furgueson
[redacted]

NEC DEIS Comments - RECORD #2163 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Andrew

Last Name : G

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 #1035 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Ted

Last Name : Gaffeney

Stakeholder Comments/Issues :

THIS IS A VERY VERY BAD IDEA! HOW CAN YOU RUN A HIGH SPEED RAIL STRAIGHT THROUGH AN FEDERALLY RECOGNIZED HISTORIC DISTRICT? THIS WILL GUT OLD LYME! AND WHAT IS THE ENVIORNMENTAL IMPACT ON THE LT RIVER?

NEC DEIS Comments - RECORD #1264 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Gail

Last Name :

Stakeholder Comments/Issues :

We must never destroy prime farm land ;as if we have not done a vast destruction to our food supply already. Please use forest, swamps, an cities before farmland. Thank you, Gail.

NEC DEIS Comments - RECORD #3021 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Michael

Last Name : Galaty

Stakeholder Comments/Issues :

Your planning team is so junior and out of touch that I assume you must be part of the Democratic White house administration. I hate chamber of commerce designers with no clue of the value of the historic or natural beauty of our world. The company which did this plan should be fired, the material passed to a more mature wise team before anyone even considers this. I'd even suggest revoking some of the payment provided. Save the beauty of our country.

NEC DEIS Comments - RECORD #401 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Steve

Last Name : Galbo

Stakeholder Comments/Issues :

Keep the tracks where they are and do not destroy this historic community.

NEC DEIS Comments - RECORD #789 DETAIL

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

As a longtime Old Lyme resident, I strongly appose to the Alternitive 1 plan to go through the heart of Historic Old Lyme.
I fully agree improvements need to take place in the NE corridor but please find anther pathway.

NEC DEIS Comments - RECORD #1434 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : James

Last Name : Galli

Stakeholder Comments/Issues :

As a local resident I strongly oppose Alternative 1 in view of the environmental, economic and aesthetic damage that would be caused.

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) Of the alternatives presented, the "Alternative #3" is the alternative that is most appropriate.

(2) A selection of any of the alternatives other than "Alternative #3" would be wildly irresponsible and unadulterated nonsense.

(3) While "Alternative #3" is the best alternative presented, it is still far less robust than is ideal, considering that even "Alternative #3" would leave the NEC decades behind the development and progress of other industrialized nations' rail systems.

(4) I believe you should attempt to pursue creating opportunities for Amtrak riders and the general public to demonstrate how much they desire an increase in funding and investment in the NEC and in the national rail system more broadly.

(5) As a millennial, I feel strongly that my peers are deeply invested in a robust rail system and the vibrant cities fostered by robust rail systems.

Name: Victor Galli

Address: [redacted]
Philadelphia, PA 19104

Email: dr_2022@[redacted]

NEC FUTURE

Comment Card

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

Thank you for your interest and input!

NEC FUTURE

Place Stamp Here

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

You would like to speak?

MR. GALLI: I'd like to speak.

THE MODERATOR: Someone got inspired by Scott. Okay.

Since we don't have you signed up, just make sure you give us your name and affiliation, sir. Thank you.

MR. GALLI: Will do.

Hi., My name is Victor Galli. The first name is spelled V-i-c-t-o-r, and the last name is spelled G-a-l-l-i. Affiliation, member of the public, working professional in Philadelphia.

So I guess one comment that I'd like to make is that of all of the — all of the alternatives that are presented, you know, I think that I and kind of anyone else who's invested in Amtrak and kind of has seen the development of the agency over the years knows that the agency and kind of the Federal Railroad Administration, more broadly, are significantly underfunded, especially compared to other peers who have much more advanced train systems, both for commuter rail and for commercial rail.

With that being said, I guess of the options that are presented, I feel very strongly that it is unadulterated nonsense to use any option other than the third option, which obviously is the most robust alternative that has been presented.

Even with the most robust alternative that's been presented, we are still going to be decades behind other peer train systems and other nations. People love to reference Japan. I don't know.

But with that being said, I would like that to be captured very clearly that I feel very strongly about the third option.

THE MODERATOR: Okay.

MR. GALLI: Thank you.

NEC DEIS Comments - RECORD #1396 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Judith

Last Name : Gallicchio

Stakeholder Comments/Issues :

I oppose alternative 1 as it will decimate the charming, vital and historic town of Old Lyme, as well as many of its economic draws to the region.

Although I am not an Old Lyme resident, I often go to the attractions in Old Lyme (museums and galleries) as well as its many shops. I question why the info provided only lists the "benefits" of the 3 options and none of the negatives. Also I question why this seems to have been kept "under wraps" to locals who are only now hearing about this issue, months after the hearings have been scheduled.

NEC DEIS Comments - RECORD #2388 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Theodore

Last Name : Gallucci, Jr.

Stakeholder Comments/Issues :

To whom it may concern

I have looked over the several plans and after considering all of them along with the shifting economics of the state of Connecticut I have to say that I believe that the best plan for the segment that passes through Connecticut would be the plan that has the new rail passing through the state inland through Danbury, Waterbury, and Hartford. I believe this option will be best for Connecticut and the areas served by the rail line because the state currently has and maintains a rail line along the shoreline that is at capacity and would not be easily expanded. The inland portion of Connecticut has been in economic decline for several decades with the exit of manufacturing, the states business unfriendly environment dictates that if people in these areas do not have easy access to employment they will either move to the already overcrowded shore line, or out of state all together. An inland rail line will grant access for both New York and Boston to a huge labor and talent pool, while affording people that current live along the Connecticut shoreline the ability to move inland where their cost of living would be lower.

I believe that this plan is not only what is best for Connecticut but the Northeast as a whole.

Thank you for your time.

Theodore Gallucci JrWatertown Connecticut

NEC DEIS Comments - RECORD #802 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Claudia

Last Name : Galvin

Stakeholder Comments/Issues :

Too aggressive a plan. This transportation will run through too many towns and harm the quality of life we now enjoy. How about trying to figure out how to fix the LIRR before we start this project!!

NEC DEIS Comments - RECORD #2089 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Robert

Last Name : Gambardella

Stakeholder Comments/Issues :

my daughter and I are both alumni from the University of New Haven and we oppose Alternative 1 of the Northeast Corridor plan as it will severely impact the integrity of the satellite campus for the arts.

NEC DEIS Comments - RECORD #768 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Manolo

Last Name : Gamboa

Stakeholder Comments/Issues :

Please do the the NEC project ASAP !

NEC DEIS Comments - RECORD #173 DETAIL

Status : [redacted]

Record Date : 1/13/2016

First Name : nicolae ionut

Last Name : ganea

Stakeholder Comments/Issues :

My works f b i federal bureau of investigation new york washington d.c district of columbia

NEC DEIS Comments - RECORD #914 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Nicholas P.

Last Name : Escopia

Stakeholder Comments/Issues :

Please see the attached letter from Mayor Episcopia of the Village of Garden City.
Thank you,
Karen

Karen M. Altman
Secretary to Mayor and Board of Trustees/Deputy Village Clerk
Incorporated Village of Garden City
351 Stewart Avenue
Garden City, New York 11530
(516) 465-4051
(516) 742-5223 - fax

Attachments : Letter Railroad.pdf (38 kb)

MAYOR
NICHOLAS P. EPISCOPIA

TRUSTEES
BRIAN C. DAUGHNEY
JOHN A. DEMARO
ROBERT A. BOLEBRUCH
RICHARD V. SILVER
THERESA A. TROUVÉ
STEPHEN S. MAKRINOS
JOHN M. DELANY

VILLAGE ADMINISTRATOR
RALPH V. SUOZZI

INCORPORATED
VILLAGE OF GARDEN CITY
351 STEWART AVENUE
GARDEN CITY, N.Y. 11530-4528

WEBSITE: GARDENCITYNY.NET
TELEPHONE (516) 465-4000
FAX (516) 742-5223

February 11, 2016

NEC Future
Ms. Rebecca Reyes-Alicea
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, New York 10004

Re: "Federal Railroad Administration has Proposal to Run High Speed Trains Through Garden City"

To the Federal railroad Administration:

From Mayor and the Board of Trustees Village of Garden City:

We have reviewed the three alternatives in you latest proposal to improve the Amtrak Northeast Corridor passenger service. There are clear advantages in the first two and if implemented properly should improve passenger service between Boston MA & Washington DC. The third alternative, a plan for a new high speed rail line starting in Floral Park and running straight down Stewart Avenue through Eisenhower Park and east through Nassau and Suffolk, ending with a tunnel to New Haven CT is totally unacceptable to our community. Stewart Avenue is one of the main residential thoroughfares in Garden City and a train line on this street would require the demolition of numerous homes and the destruction of many businesses. It would literally destroy Garden City. We respectfully ask that you go eliminate Alternative 3 from your improvement plan.

Sincerely,

Nicholas P. Episcopia
Mayor

NPE:kma

NEC DEIS Comments - RECORD #2380 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Scott
Last Name : Gardner
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 #865 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Daniel

Last Name : Garrett

Stakeholder Comments/Issues :

I would like to oppose the possibility of any changes to the Old Lyme, CT Historic District, including the passing of high speed trains through the area. The residents have worked very hard to keep that region from being "lost" to modern society, and would appreciate being able to keep it that way.

NEC DEIS Comments - RECORD #1944 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Lisa
Last Name : Garrett
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 #223 DETAIL

Status : [redacted]

Record Date : 1/21/2016

First Name : Peter

Last Name : Garrett

Stakeholder Comments/Issues :

a bicycle-accessible bridge over the Susquehanna River is essential. Please include it in future plans. It could be attached to a rail bridge, as so many are in other parts of the country and world.

NEC DEIS Comments - RECORD #1936 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : david

Last Name : garvey

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 #1990 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Sandy

Last Name : Garvin

Stakeholder Comments/Issues :

The cost far outweighs the benefit, if any, of running a high speed train, right through the middle of the Historic District of Old Lyme. Old Lyme citizens revere their art colony, the Academy, Lyme Art Association and Florence Griswold Museum and the quiet surroundings that have inspired artists for centuries. Please consider the irreversible impact this route would have on the town by removing one of its most significant landmarks.

NEC DEIS Comments - RECORD #793 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : John

Last Name : Gaskell

Stakeholder Comments/Issues :

I am opposed to the proposed route of Alternative 1 through Old Lyme, CT. The path will damage salt marsh and the wildlife that lives there. It will seriously alter the character of downtown Old Lyme, one of the oldest settlements in the USA. An Art College will be lost, property values will plummet, and the uniqueness of this New England village will be forever drowned out by the roar of daily train traffic. It seems that the proposal was made by a bureaucrat who didn't take the time to see what is already there. This is not a responsible way to manage a government project, using tax dollars to harm a way of life that taxpayers cherish. People choose to live, worship and recreate in Old Lyme because of its charm, natural setting and beauty. Don't ruin it!

NEC DEIS Comments - RECORD #574 DETAIL

Status : Action Completed

Record Date : 2/6/2016

First Name : Suzanne

Last Name : Gaskell

Stakeholder Comments/Issues :

I understand the need to upgrade our commuter railroad however, the Alternative One proposal took my breath away. How could you possibly consider rerouting the train through the center of historic Old Lyme, the birthplace of American Impressionism and the country's largest artist colony . The new segment would not only destroy the historic nature of the town, it would uproot the Lyme Arts Academy and run adjacent to the new Old Lyme High School. From an environmental standpoint, this proposal is equally troublesome. The train would be re-routed through pristine marshlands that are the backbone of downtown Old Lyme and home to indigenous wildlife . Local residents would see their homes altered irreparably; property values would plummet.The local tourist economy, and the livelihoods of many would also be severely impacted. NO TO ALTERNATIVE ONE - NO to the proposed new segment through the center of Old Lyme.

NEC DEIS Comments - RECORD #1126 DETAIL

Status : Pending

Record Date : 2/12/2016

First Name : John

Last Name : Gasper

Stakeholder Comments/Issues :

I am very much in favor of implementing rapid transit systems but understand some of the local concerns residents might have living in small towns on the planned route. Maybe the best solution would be to elevate the rail system wherever it will radically impact historical and nicely developed residential areas or pose safety related issues. Elevating the rail system will have minimal impact on land useage within these areas and eliminates rail crossing safety issues.

NEC DEIS Comments - RECORD #2560 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Christopher
Last Name : Gates
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

The Alternative 1 plans are unacceptable as they would destroy the campus community, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. Other proposed alternatives make far more sense, such as one that would head north along I-91 to Hartford and then on to Providence and Boston, providing much-needed train access to inland areas.

Thank you.

Come on up. Just because we don't have you signed up, just make sure you give us your name and affiliation.

MR. HALKYARD: I wasn't sure how many prepared speakers you would have.

My name is Rich Halkyard. I'm a professor at Gateway Community College. I teach very a unique program: railroad engineering technology. We have two options: electromechanical and communication and signaling. Some of my students are here. They're getting extra credit. They're trying to save their grade. They took their exams today, and you can see who's here.

We are also opening up an operations option probably next spring, and we're really doing all of this because the rail industry is, right now, where the most jobs are here in Connecticut, and we look forward to that growth.

I live in North Haven. The president of the college -- we all, as state employees, have to be dragged to Hartford on a regular basis for meetings, et cetera, and we all have to drive. Most of us drive singularly in our own cars, because our schedules are not whatever.

My president and all of us here really hope that some day there will be that line to Hartford. And it would be nice if there was a bus that could pick us all up, as state employees, and take us to the Capitol, the legislative offices, so that we can get our meetings done and get home in a reasonable period of time.

I do like that little spur that goes to UConn. A number of my engineering students move on from Gateway to the University of Connecticut for their bachelor's degree in engineering, and a lot of them find getting to UConn to be a problem. They don't necessarily have the money to afford to stay there, on a residential campus. So it would help them a lot if they could commute. So if that little spur went to UConn, that would be a really wonderful thing. Thank you.

Okay. Is there anyone else who would like to -- oh, we have another. Come on up.

MR. HALKYARD: Now that I saw your presentation for the second time, I'm much more educated than I was the first time.

MS. SIEGEL: Just make sure you introduce yourself again.

MR. HALKYARD: Rich Halkyard, professor at Gateway Community College.

One of the things we study in the history of the railroad which kind of concerns me a little bit is the historic stations that we have here in New England. I really didn't appreciate them until I started teaching history of the railroad, what the full meaning of Union Station means.

You talk to people who travel into New York to Penn Station, which used to be a beautiful Pennsylvania Station and now is much less than that. It would be a shame to see some of these stations in Philadelphia and Baltimore be replaced. What they really just need is some investment of fixing up. They've been let to go and are in a state of disrepair.

I'm curious. You use the term bringing, I assume, the tracks to a state of safe repair, and I'm curious as to what that means in definition, what is safe repair. So maybe you could do that after I'm done.

MS. SIEGEL: Sure.

MR. HALKYARD: I'm also going to make this comment: We learn in the history of the railroad also that one of the things that really kind of pushed the railroad over the edge was when cars and airplanes came in and began to change the way people traveled.

And one of the legislative questions, probably beyond all of our pay grades, is, if we're going to continue to fund highway construction and airport expansion, ultimately probably 10, 15 years down the road we're going to do the same thing to this project that we did in the '80s when we pulled up track because we thought the railroads were dead. And it isn't just here in New England. We study in class it's all over the country. People pulled up track, because they figured the railroads were dying.

Now we're going to reinvest and put that track back down. If we then continue to build better highways and bigger airports, somebody is going to look back at us in 2015 and say, "What were those people thinking? They invested a whole lot of money in these railroad tracks, and now we'll just pull up all the tracks again."

So if we don't do the other side of legislation and -- I know one of the things we learn in class is the difference in taxation between how railroads are taxed and how

trucking and airports are taxed. It's kind of an unfair situation to the railroads. And unless we're going to look at the whole environment picture -- and when I say environment, it's not just ducks and birds and whatever. Unless we're going to look at the whole environment of how we deal with railroad as a form of travel, we're setting ourselves up for our future generations saying, "What the heck were they thinking?"

I support probably Alternative 2 the best. But then I'm curious. And I know this is a public comment so maybe you can't answer these questions, but with the new FAST legislation, as I read in there, it says that revenues produced in the Northeast Corridor will now stay in the Northeast Corridor.

I wonder, is that going to improve the railroad situation? I assume it will, but since the Northeast Corridor basically is the only profitable end of the passenger travel business, if we keep our own money, what happens to Chicago and Fort Worth and St. Louis and all these other places that also need railroad?

We'll be all nice, fat, dumb and happy here in New England, the Northeast Corridor, but we won't be able to get from Chicago to San Francisco any more, because there is no track out west. So I just wonder. Two sides to every coin.

MS. SIEGEL: I think that's a heck of a good question, and I think we can talk about that once we finish with the testimony. It's a very interesting conversation to have.

Is there anyone else who wants to make a public comment? (No response) Going once, going twice? (No response)

Okay. Well, I think then we'll close out the public comment period of this hearing. There is still some time, if you want to, we can engage in conversations and look at the boards.

Thanks again to everyone for your participation. Submit comments and visit the website and stay involved. Thanks a lot.

(Whereupon the hearing was adjourned at 6:51 p.m.)

NEC DEIS Comments - RECORD #2141 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Rosa

Last Name : Gatti

Stakeholder Comments/Issues :

I oppose Alternative 1 because it would run right through Old Lyme Arts School and an historic section.

Next speaker is Rachel Gaudio.

MS. GAUDIO: My name is Rachel Gaudio, and I'm an attorney with Connecticut Fund for the Environment. This is a bi-state program that represents Connecticut and New York, and it also has a bi-state program called Save the Sound. So we're also concerned with Long Island Sound.

CFE, or Connecticut Fund for the Environment, is particularly concerned about Alternative 3, especially with a potential tunnel being built under Long Island Sound. Long Island Sound is responsible for $17 to $36 billion of economic activity in the region and is a valuable resource. The tunnel in Alternative 3 will cause substantial disruption to natural resources. Generally, CFE is concerned with the environmental impacts and financial costs of Alternative 3.

Alternative 1 is most consistent with smart growth and existing investment in infrastructure, with the least amount of environmental impact. Governor Malloy has proposed substantial improvements to the New Haven Line to New York City through Metro North. Alternative 1 is consistent with and builds on these called-for improvements.

Alternative 2 is a balance between Alternatives 1 and 3 in terms of environmental impacts; however, the NEC should consider putting a line through Worcester. This route would go along the 84 interstate transit infrastructure that already exists, thus limiting environmental harm.

In conclusion, Connecticut Fund for the Environment believes that the Final EIS should balance environmental impacts against improvements and the money that you are both spending and receiving. The benefits, both financial and environmental, seem to favor Alternative 1.

CFE will be submitting more formal comments, but thank you for allowing us to share our thoughts and observations at this time.

MS. SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1204 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Roger

Last Name : Gaulin

Stakeholder Comments/Issues :

Americans have a love affair with their automobiles. You are a century and a half too late in persuading citizens to use trains. Why would you embark on destroying the quaint community of Old Lyme, CT in order to lay track that would see very little if any increase use. Who thinks of these foolish ideas such as you propose????

NEC DEIS Comments - RECORD #962 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Gretchen

Last Name : Gauthier

Stakeholder Comments/Issues :

Alternative 1 "new route" from Old Saybrook, CT to Kingston, RI is a terrible, poorly planned idea. Did any of the architects actually look at aerial photos (never mind visit) of the proposed route? You'll destroy the town of Old Lyme including cultural & historic landmarks. You'll wipe out the business district in the Niantic area of East Lyme. You're bisecting the public water supply in Groton, CT which also serves New London & Montville, CT. Finally you're putting the New London/Mystic station on the Groton land fill which is on a cow-path sized road that does not have highway access!

You'd better read Kelo vs. New London. Even if you 'win' your eminent domain cases you'll spend all your decades in court.

Bad Bad Bad plan.

NEC DEIS Comments - RECORD #365 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : David

Last Name : Gay

Stakeholder Comments/Issues :

Thank you for finally implementing a part of The American Jobs Act. I am truly glad to see that projects are in the works! Thank you for understanding the need to renovate and update our aging infrastructure. I look forward to enjoying an update riding experience in the near future.

NEC DEIS Comments - RECORD #1267 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Mark

Last Name : Gaynor

Stakeholder Comments/Issues :

Alternative 1 brings little gain and much damage to a community and environment. I would hope that alternative 2 can do less damage and have moreadvantage to all concerns without hurting the environment as much

NEC DEIS Comments - RECORD #2058 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : George

Last Name : Geer

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal. Building a main rail line through the middle of a college campus will do nothing but destroy that campus. It makes no sense. Alternative 2 along I-91 to Hartford makes more sense because that line is already there. The line can then be built to Providence.

NEC DEIS Comments - RECORD #2472 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Sharynn

Last Name : Gendron

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 #2124 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Carolyn

Last Name : Genovese

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 #1629 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Linda
Last Name : Genovese
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 spent many days biking around the refuge enjoying the beauty it offers. I have also watched many children and young adults being educated by the wonderful staff that volunteers their time and knowledge to educate others to understand the importance of our natural resources.

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,Linda Genovese
ljgenovese@[redacted]

NEC DEIS Comments - RECORD #990 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Adam

Last Name : Gentry

Stakeholder Comments/Issues :

I believe the Tier 1 Draft EIS, the plan to build a high speed train through Old Lyme, is a mistake. I believe sending the train through, or in the general vicinity of Hartford, would be a superior choice, with less negative impact on environmental and cultural locations in Connecticut. A Hartford focused pathway would also create a much more direct line, adding to current efforts focused on developing Hartford as a destination for commerce and industry.

Since Hartford is a very dense location, there would probably be merit in having the train stop there, creating more opportunities for commerce and tourism in an already developed area, instead of damaging other locations, like Old Lyme, without creating a benefit to the region to offset those negative consequences.

In short, I feel that the plan to run a train line through Old Lyme has pronounced negative consequences for the town of Old Lyme, without creating any positives to offset/counterbalance them. For that reason, among others, I feel it is the wrong choice, and I hope it never comes to pass.

NEC DEIS Comments - RECORD #993 DETAIL

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

I previously remarked on what I felt were some of the reasons the plan to build a train line through Old Lyme, to go between Boston and Washington DC, is a mistake, but I wish to make some additional remarks.

The existing train system can convey a person form DC to Boston in approximately 7 hours, I believe. How much time will really be saved by this revision?
And, if someone truly needs to go from one to the other in a timely fashion, why not fly?
A plane ticket would not cost substantially more, and would reduce the travel time to approximately 2 hrs.
Reducing the travel time to less than a third by using a plane makes a lot more sense than spending such large amounts of money to provide yet another alternative, which still requires too much travel time for a round trip in a single day.

NEC DEIS Comments - RECORD #716 DETAIL

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

Rail travel is essential to growth within the Northeast and, the NEC represents the largest link in a chain that has potential to change the region from sprawling suburbs with massive traffic issues to a true economic hub with ties to all of the country. Rail can connect small cities such as my own (Burlington, VT) to New York and, Boston with relative ease with the right improvements. Currently it takes approx 9 hours from Essex Junct VT to Penn station by train and 5 by car. and 13 hours from Essex Junction VT to Boston by train and 3.5 by car. Invest in the NEC and drop those times!!!!

NEC DEIS Comments - RECORD #731 DETAIL

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

Dear Ms. Braegelmann:

As a long time resident of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. I visit the Refuge every year and enjoy the land and wildlife and strongly oppose taking part of the refuge for transportation.

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.

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,

Timothy Geran

NEC DEIS Comments - RECORD #2197 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Wilkingson

Last Name : Germain

Stakeholder Comments/Issues :

I oppose the new railroad through the campus.

NEC DEIS Comments - RECORD #1744 DETAIL

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

While in favor of maintaining the vital infrastructure such as the Rail Roads I'm in opposition of the government making sweeping decisions without the benefit of local input and therefore local support.

I find this study as a typical case in point where local support is no being actively pursued but if anything being denied.

Having read the report, it is very difficult to find a simple definition of the purpose of the study and a simple explanation of the findings. The especially relevant to the defined effect to the local community such as Old Lyme.

I again restate that I understand the need for upgrades and improvements but I also believe this is not something that should be mandated to a local community without their proper participation and or support.

NEC DEIS Comments - RECORD #1268 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Kristin

Last Name : Geshel

Stakeholder Comments/Issues :

Do not go through with the changes to the rail system. The powers theat be should be ashamed of themselves for not appropriately addressing the changes with the local community within a reasonable time frame (60 days minimum would have been a start) and current outreach methods that touch the local community of busy, hard working families...what cowards. Preserve Lyme Street and it's surroundings of Old Lyme & Lyme. We live in CT and pay high taxes because of what we get in return- a caring community, excellent school system, fresh country air, and it is it is a slice of heaven. It is iconic USA. We literly drive along the streets while pointing out to our children how special it is to live here- our surroundings came to be by generations of dedicated, hard work which we continue to carry on and is represented on Lyme street and its surroundings filled with homes, schools, businesses, libraries, wetlands, beaches, historic locations, artist community, educational institutions, etc. Don't ruin it.

NEC DEIS Comments - RECORD #2728 DETAIL

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

Dear Federal Rail Administration,

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

Sincerely,

Kendall A. Getek

NEC DEIS Comments - RECORD #1895 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Lawrence

Last Name : Ghirardi

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. Furthermore, I do not see any need for another rail line. If you must put one in, connect Hartford with Providence RI

NEC DEIS Comments - RECORD #1658 DETAIL

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

I am apposed to Alternative 1, which I understand would cut a swath through historic Old Lyme, CT. I do not live in Old Lyme, but love to visit. It is a Connecticut gem. To bisect this lovely, historic town would be a crime against not only the local residents but to the entire state.

NEC DEIS Comments - RECORD #568 DETAIL

Status : [redacted]

Record Date : 2/6/2016

First Name : Grerard

Last Name : Giarratana

Stakeholder Comments/Issues :

I am concerned about proposed rail line that utilizes the Hempstead line of the LIRR,and if this goes through(implementation/construction) How does it impact my village(Floral Park). Much hysteria about this proposal from community and community leaders

NEC DEIS Comments - RECORD #700 DETAIL

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

This refuge is the wrong place for a new rail line. Do not disturb this unique and critical wildlife habitat. Too many rare species depend on it for survival.
Thank you.
Denise Gibbs

Sent from my iPad

NEC DEIS Comments - RECORD #1211 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : John

Last Name : Gibson

Stakeholder Comments/Issues :

We are against the proposal number 1. What are the thinking of? This will run our town.

NEC DEIS Comments - RECORD #1210 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Lorraine

Last Name : Gibson

Stakeholder Comments/Issues :

We are against the proposal number 1. What are the thinking of? This will run our town.

NEC DEIS Comments - RECORD #1209 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Lorraine

Last Name : Gibson

Stakeholder Comments/Issues :

We are against the proposal number 1. What are the thinking of? This will run our town.

NEC DEIS Comments - RECORD #2401 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Michael

Last Name : Gilbert

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 #1768 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : maria

Last Name : gillan

Stakeholder Comments/Issues :

Please do not choose to run train tracks through the university campus.

NEC DEIS Comments - RECORD #846 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Timothy

Last Name : Gilleran

Stakeholder Comments/Issues :

I do not support this proposed plan. As a tax payer in Connecticut I will not support any rail changes over the Connecticut River.

NEC DEIS Comments - RECORD #2163 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Andrew

Last Name : G

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 #1035 DETAIL

Status : [redacted]

Record Date : 2/12/2016

First Name : Ted

Last Name : Gaffeney

Stakeholder Comments/Issues :

THIS IS A VERY VERY BAD IDEA! HOW CAN YOU RUN A HIGH SPEED RAIL STRAIGHT THROUGH AN FEDERALLY RECOGNIZED HISTORIC DISTRICT? THIS WILL GUT OLD LYME! AND WHAT IS THE ENVIORNMENTAL IMPACT ON THE LT RIVER?

NEC DEIS Comments - RECORD #1264 DETAIL

Status : [redacted]

Record Date : 2/14/2016

First Name : Gail

Last Name :

Stakeholder Comments/Issues :

We must never destroy prime farm land ;as if we have not done a vast destruction to our food supply already. Please use forest, swamps, an cities before farmland. Thank you, Gail.

NEC DEIS Comments - RECORD #3021 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Michael

Last Name : Galaty

Stakeholder Comments/Issues :

Your planning team is so junior and out of touch that I assume you must be part of the Democratic White house administration. I hate chamber of commerce designers with no clue of the value of the historic or natural beauty of our world. The company which did this plan should be fired, the material passed to a more mature wise team before anyone even considers this. I'd even suggest revoking some of the payment provided. Save the beauty of our country.

NEC DEIS Comments - RECORD #401 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Steve

Last Name : Galbo

Stakeholder Comments/Issues :

Keep the tracks where they are and do not destroy this historic community.

NEC DEIS Comments - RECORD #789 DETAIL

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

As a longtime Old Lyme resident, I strongly appose to the Alternitive 1 plan to go through the heart of Historic Old Lyme.
I fully agree improvements need to take place in the NE corridor but please find anther pathway.

NEC DEIS Comments - RECORD #1434 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : James

Last Name : Galli

Stakeholder Comments/Issues :

As a local resident I strongly oppose Alternative 1 in view of the environmental, economic and aesthetic damage that would be caused.

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) Of the alternatives presented, the "Alternative #3" is the alternative that is most appropriate.

(2) A selection of any of the alternatives other than "Alternative #3" would be wildly irresponsible and unadulterated nonsense.

(3) While "Alternative #3" is the best alternative presented, it is still far less robust than is ideal, considering that even "Alternative #3" would leave the NEC decades behind the development and progress of other industrialized nations' rail systems.

(4) I believe you should attempt to pursue creating opportunities for Amtrak riders and the general public to demonstrate how much they desire an increase in funding and investment in the NEC and in the national rail system more broadly.

(5) As a millennial, I feel strongly that my peers are deeply invested in a robust rail system and the vibrant cities fostered by robust rail systems.

Name: Victor Galli

Address: [redacted]
Philadelphia, PA 19104

Email: dr_2022@[redacted]

NEC FUTURE

Comment Card

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

Thank you for your interest and input!

NEC FUTURE

Place Stamp Here

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

You would like to speak?

MR. GALLI: I'd like to speak.

THE MODERATOR: Someone got inspired by Scott. Okay.

Since we don't have you signed up, just make sure you give us your name and affiliation, sir. Thank you.

MR. GALLI: Will do.

Hi., My name is Victor Galli. The first name is spelled V-i-c-t-o-r, and the last name is spelled G-a-l-l-i. Affiliation, member of the public, working professional in Philadelphia.

So I guess one comment that I'd like to make is that of all of the — all of the alternatives that are presented, you know, I think that I and kind of anyone else who's invested in Amtrak and kind of has seen the development of the agency over the years knows that the agency and kind of the Federal Railroad Administration, more broadly, are significantly underfunded, especially compared to other peers who have much more advanced train systems, both for commuter rail and for commercial rail.

With that being said, I guess of the options that are presented, I feel very strongly that it is unadulterated nonsense to use any option other than the third option, which obviously is the most robust alternative that has been presented.

Even with the most robust alternative that's been presented, we are still going to be decades behind other peer train systems and other nations. People love to reference Japan. I don't know.

But with that being said, I would like that to be captured very clearly that I feel very strongly about the third option.

THE MODERATOR: Okay.

MR. GALLI: Thank you.

NEC DEIS Comments - RECORD #1396 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Judith

Last Name : Gallicchio

Stakeholder Comments/Issues :

I oppose alternative 1 as it will decimate the charming, vital and historic town of Old Lyme, as well as many of its economic draws to the region.

Although I am not an Old Lyme resident, I often go to the attractions in Old Lyme (museums and galleries) as well as its many shops. I question why the info provided only lists the "benefits" of the 3 options and none of the negatives. Also I question why this seems to have been kept "under wraps" to locals who are only now hearing about this issue, months after the hearings have been scheduled.

NEC DEIS Comments - RECORD #2388 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Theodore

Last Name : Gallucci, Jr.

Stakeholder Comments/Issues :

To whom it may concern

I have looked over the several plans and after considering all of them along with the shifting economics of the state of Connecticut I have to say that I believe that the best plan for the segment that passes through Connecticut would be the plan that has the new rail passing through the state inland through Danbury, Waterbury, and Hartford. I believe this option will be best for Connecticut and the areas served by the rail line because the state currently has and maintains a rail line along the shoreline that is at capacity and would not be easily expanded. The inland portion of Connecticut has been in economic decline for several decades with the exit of manufacturing, the states business unfriendly environment dictates that if people in these areas do not have easy access to employment they will either move to the already overcrowded shore line, or out of state all together. An inland rail line will grant access for both New York and Boston to a huge labor and talent pool, while affording people that current live along the Connecticut shoreline the ability to move inland where their cost of living would be lower.

I believe that this plan is not only what is best for Connecticut but the Northeast as a whole.

Thank you for your time.

Theodore Gallucci JrWatertown Connecticut

NEC DEIS Comments - RECORD #802 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Claudia

Last Name : Galvin

Stakeholder Comments/Issues :

Too aggressive a plan. This transportation will run through too many towns and harm the quality of life we now enjoy. How about trying to figure out how to fix the LIRR before we start this project!!

NEC DEIS Comments - RECORD #2089 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Robert

Last Name : Gambardella

Stakeholder Comments/Issues :

my daughter and I are both alumni from the University of New Haven and we oppose Alternative 1 of the Northeast Corridor plan as it will severely impact the integrity of the satellite campus for the arts.

NEC DEIS Comments - RECORD #768 DETAIL

Status : [redacted]

Record Date : 2/10/2016

First Name : Manolo

Last Name : Gamboa

Stakeholder Comments/Issues :

Please do the the NEC project ASAP !

NEC DEIS Comments - RECORD #173 DETAIL

Status : [redacted]

Record Date : 1/13/2016

First Name : nicolae ionut

Last Name : ganea

Stakeholder Comments/Issues :

My works f b i federal bureau of investigation new york washington d.c district of columbia

NEC DEIS Comments - RECORD #914 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Nicholas P.

Last Name : Escopia

Stakeholder Comments/Issues :

Please see the attached letter from Mayor Episcopia of the Village of Garden City.
Thank you,
Karen

Karen M. Altman
Secretary to Mayor and Board of Trustees/Deputy Village Clerk
Incorporated Village of Garden City
351 Stewart Avenue
Garden City, New York 11530
(516) 465-4051
(516) 742-5223 - fax

Attachments : Letter Railroad.pdf (38 kb)

MAYOR
NICHOLAS P. EPISCOPIA

TRUSTEES
BRIAN C. DAUGHNEY
JOHN A. DEMARO
ROBERT A. BOLEBRUCH
RICHARD V. SILVER
THERESA A. TROUVÉ
STEPHEN S. MAKRINOS
JOHN M. DELANY

VILLAGE ADMINISTRATOR
RALPH V. SUOZZI

INCORPORATED
VILLAGE OF GARDEN CITY
351 STEWART AVENUE
GARDEN CITY, N.Y. 11530-4528

WEBSITE: GARDENCITYNY.NET
TELEPHONE (516) 465-4000
FAX (516) 742-5223

February 11, 2016

NEC Future
Ms. Rebecca Reyes-Alicea
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, New York 10004

Re: "Federal Railroad Administration has Proposal to Run High Speed Trains Through Garden City"

To the Federal railroad Administration:

From Mayor and the Board of Trustees Village of Garden City:

We have reviewed the three alternatives in you latest proposal to improve the Amtrak Northeast Corridor passenger service. There are clear advantages in the first two and if implemented properly should improve passenger service between Boston MA & Washington DC. The third alternative, a plan for a new high speed rail line starting in Floral Park and running straight down Stewart Avenue through Eisenhower Park and east through Nassau and Suffolk, ending with a tunnel to New Haven CT is totally unacceptable to our community. Stewart Avenue is one of the main residential thoroughfares in Garden City and a train line on this street would require the demolition of numerous homes and the destruction of many businesses. It would literally destroy Garden City. We respectfully ask that you go eliminate Alternative 3 from your improvement plan.

Sincerely,

Nicholas P. Episcopia
Mayor

NPE:kma

NEC DEIS Comments - RECORD #2380 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Scott
Last Name : Gardner
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 #865 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Daniel

Last Name : Garrett

Stakeholder Comments/Issues :

I would like to oppose the possibility of any changes to the Old Lyme, CT Historic District, including the passing of high speed trains through the area. The residents have worked very hard to keep that region from being "lost" to modern society, and would appreciate being able to keep it that way.

NEC DEIS Comments - RECORD #1944 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Lisa
Last Name : Garrett
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 #223 DETAIL

Status : [redacted]

Record Date : 1/21/2016

First Name : Peter

Last Name : Garrett

Stakeholder Comments/Issues :

a bicycle-accessible bridge over the Susquehanna River is essential. Please include it in future plans. It could be attached to a rail bridge, as so many are in other parts of the country and world.

NEC DEIS Comments - RECORD #1936 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : david

Last Name : garvey

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 #1990 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Sandy

Last Name : Garvin

Stakeholder Comments/Issues :

The cost far outweighs the benefit, if any, of running a high speed train, right through the middle of the Historic District of Old Lyme. Old Lyme citizens revere their art colony, the Academy, Lyme Art Association and Florence Griswold Museum and the quiet surroundings that have inspired artists for centuries. Please consider the irreversible impact this route would have on the town by removing one of its most significant landmarks.

NEC DEIS Comments - RECORD #793 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : John

Last Name : Gaskell

Stakeholder Comments/Issues :

I am opposed to the proposed route of Alternative 1 through Old Lyme, CT. The path will damage salt marsh and the wildlife that lives there. It will seriously alter the character of downtown Old Lyme, one of the oldest settlements in the USA. An Art College will be lost, property values will plummet, and the uniqueness of this New England village will be forever drowned out by the roar of daily train traffic. It seems that the proposal was made by a bureaucrat who didn't take the time to see what is already there. This is not a responsible way to manage a government project, using tax dollars to harm a way of life that taxpayers cherish. People choose to live, worship and recreate in Old Lyme because of its charm, natural setting and beauty. Don't ruin it!

NEC DEIS Comments - RECORD #574 DETAIL

Status : Action Completed

Record Date : 2/6/2016

First Name : Suzanne

Last Name : Gaskell

Stakeholder Comments/Issues :

I understand the need to upgrade our commuter railroad however, the Alternative One proposal took my breath away. How could you possibly consider rerouting the train through the center of historic Old Lyme, the birthplace of American Impressionism and the country's largest artist colony . The new segment would not only destroy the historic nature of the town, it would uproot the Lyme Arts Academy and run adjacent to the new Old Lyme High School. From an environmental standpoint, this proposal is equally troublesome. The train would be re-routed through pristine marshlands that are the backbone of downtown Old Lyme and home to indigenous wildlife . Local residents would see their homes altered irreparably; property values would plummet.The local tourist economy, and the livelihoods of many would also be severely impacted. NO TO ALTERNATIVE ONE - NO to the proposed new segment through the center of Old Lyme.

NEC DEIS Comments - RECORD #1126 DETAIL

Status : Pending

Record Date : 2/12/2016

First Name : John

Last Name : Gasper

Stakeholder Comments/Issues :

I am very much in favor of implementing rapid transit systems but understand some of the local concerns residents might have living in small towns on the planned route. Maybe the best solution would be to elevate the rail system wherever it will radically impact historical and nicely developed residential areas or pose safety related issues. Elevating the rail system will have minimal impact on land useage within these areas and eliminates rail crossing safety issues.

NEC DEIS Comments - RECORD #2560 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Christopher
Last Name : Gates
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

The Alternative 1 plans are unacceptable as they would destroy the campus community, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. Other proposed alternatives make far more sense, such as one that would head north along I-91 to Hartford and then on to Providence and Boston, providing much-needed train access to inland areas.

Thank you.

Come on up. Just because we don't have you signed up, just make sure you give us your name and affiliation.

MR. HALKYARD: I wasn't sure how many prepared speakers you would have.

My name is Rich Halkyard. I'm a professor at Gateway Community College. I teach very a unique program: railroad engineering technology. We have two options: electromechanical and communication and signaling. Some of my students are here. They're getting extra credit. They're trying to save their grade. They took their exams today, and you can see who's here.

We are also opening up an operations option probably next spring, and we're really doing all of this because the rail industry is, right now, where the most jobs are here in Connecticut, and we look forward to that growth.

I live in North Haven. The president of the college -- we all, as state employees, have to be dragged to Hartford on a regular basis for meetings, et cetera, and we all have to drive. Most of us drive singularly in our own cars, because our schedules are not whatever.

My president and all of us here really hope that some day there will be that line to Hartford. And it would be nice if there was a bus that could pick us all up, as state employees, and take us to the Capitol, the legislative offices, so that we can get our meetings done and get home in a reasonable period of time.

I do like that little spur that goes to UConn. A number of my engineering students move on from Gateway to the University of Connecticut for their bachelor's degree in engineering, and a lot of them find getting to UConn to be a problem. They don't necessarily have the money to afford to stay there, on a residential campus. So it would help them a lot if they could commute. So if that little spur went to UConn, that would be a really wonderful thing. Thank you.

Okay. Is there anyone else who would like to -- oh, we have another. Come on up.

MR. HALKYARD: Now that I saw your presentation for the second time, I'm much more educated than I was the first time.

MS. SIEGEL: Just make sure you introduce yourself again.

MR. HALKYARD: Rich Halkyard, professor at Gateway Community College.

One of the things we study in the history of the railroad which kind of concerns me a little bit is the historic stations that we have here in New England. I really didn't appreciate them until I started teaching history of the railroad, what the full meaning of Union Station means.

You talk to people who travel into New York to Penn Station, which used to be a beautiful Pennsylvania Station and now is much less than that. It would be a shame to see some of these stations in Philadelphia and Baltimore be replaced. What they really just need is some investment of fixing up. They've been let to go and are in a state of disrepair.

I'm curious. You use the term bringing, I assume, the tracks to a state of safe repair, and I'm curious as to what that means in definition, what is safe repair. So maybe you could do that after I'm done.

MS. SIEGEL: Sure.

MR. HALKYARD: I'm also going to make this comment: We learn in the history of the railroad also that one of the things that really kind of pushed the railroad over the edge was when cars and airplanes came in and began to change the way people traveled.

And one of the legislative questions, probably beyond all of our pay grades, is, if we're going to continue to fund highway construction and airport expansion, ultimately probably 10, 15 years down the road we're going to do the same thing to this project that we did in the '80s when we pulled up track because we thought the railroads were dead. And it isn't just here in New England. We study in class it's all over the country. People pulled up track, because they figured the railroads were dying.

Now we're going to reinvest and put that track back down. If we then continue to build better highways and bigger airports, somebody is going to look back at us in 2015 and say, "What were those people thinking? They invested a whole lot of money in these railroad tracks, and now we'll just pull up all the tracks again."

So if we don't do the other side of legislation and -- I know one of the things we learn in class is the difference in taxation between how railroads are taxed and how

trucking and airports are taxed. It's kind of an unfair situation to the railroads. And unless we're going to look at the whole environment picture -- and when I say environment, it's not just ducks and birds and whatever. Unless we're going to look at the whole environment of how we deal with railroad as a form of travel, we're setting ourselves up for our future generations saying, "What the heck were they thinking?"

I support probably Alternative 2 the best. But then I'm curious. And I know this is a public comment so maybe you can't answer these questions, but with the new FAST legislation, as I read in there, it says that revenues produced in the Northeast Corridor will now stay in the Northeast Corridor.

I wonder, is that going to improve the railroad situation? I assume it will, but since the Northeast Corridor basically is the only profitable end of the passenger travel business, if we keep our own money, what happens to Chicago and Fort Worth and St. Louis and all these other places that also need railroad?

We'll be all nice, fat, dumb and happy here in New England, the Northeast Corridor, but we won't be able to get from Chicago to San Francisco any more, because there is no track out west. So I just wonder. Two sides to every coin.

MS. SIEGEL: I think that's a heck of a good question, and I think we can talk about that once we finish with the testimony. It's a very interesting conversation to have.

Is there anyone else who wants to make a public comment? (No response) Going once, going twice? (No response)

Okay. Well, I think then we'll close out the public comment period of this hearing. There is still some time, if you want to, we can engage in conversations and look at the boards.

Thanks again to everyone for your participation. Submit comments and visit the website and stay involved. Thanks a lot.

(Whereupon the hearing was adjourned at 6:51 p.m.)

NEC DEIS Comments - RECORD #2141 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Rosa

Last Name : Gatti

Stakeholder Comments/Issues :

I oppose Alternative 1 because it would run right through Old Lyme Arts School and an historic section.

Next speaker is Rachel Gaudio.

MS. GAUDIO: My name is Rachel Gaudio, and I'm an attorney with Connecticut Fund for the Environment. This is a bi-state program that represents Connecticut and New York, and it also has a bi-state program called Save the Sound. So we're also concerned with Long Island Sound.

CFE, or Connecticut Fund for the Environment, is particularly concerned about Alternative 3, especially with a potential tunnel being built under Long Island Sound. Long Island Sound is responsible for $17 to $36 billion of economic activity in the region and is a valuable resource. The tunnel in Alternative 3 will cause substantial disruption to natural resources. Generally, CFE is concerned with the environmental impacts and financial costs of Alternative 3.

Alternative 1 is most consistent with smart growth and existing investment in infrastructure, with the least amount of environmental impact. Governor Malloy has proposed substantial improvements to the New Haven Line to New York City through Metro North. Alternative 1 is consistent with and builds on these called-for improvements.

Alternative 2 is a balance between Alternatives 1 and 3 in terms of environmental impacts; however, the NEC should consider putting a line through Worcester. This route would go along the 84 interstate transit infrastructure that already exists, thus limiting environmental harm.

In conclusion, Connecticut Fund for the Environment believes that the Final EIS should balance environmental impacts against improvements and the money that you are both spending and receiving. The benefits, both financial and environmental, seem to favor Alternative 1.

CFE will be submitting more formal comments, but thank you for allowing us to share our thoughts and observations at this time.

MS. SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1204 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Roger

Last Name : Gaulin

Stakeholder Comments/Issues :

Americans have a love affair with their automobiles. You are a century and a half too late in persuading citizens to use trains. Why would you embark on destroying the quaint community of Old Lyme, CT in order to lay track that would see very little if any increase use. Who thinks of these foolish ideas such as you propose????

NEC DEIS Comments - RECORD #962 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Gretchen

Last Name : Gauthier

Stakeholder Comments/Issues :

Alternative 1 "new route" from Old Saybrook, CT to Kingston, RI is a terrible, poorly planned idea. Did any of the architects actually look at aerial photos (never mind visit) of the proposed route? You'll destroy the town of Old Lyme including cultural & historic landmarks. You'll wipe out the business district in the Niantic area of East Lyme. You're bisecting the public water supply in Groton, CT which also serves New London & Montville, CT. Finally you're putting the New London/Mystic station on the Groton land fill which is on a cow-path sized road that does not have highway access!

You'd better read Kelo vs. New London. Even if you 'win' your eminent domain cases you'll spend all your decades in court.

Bad Bad Bad plan.

NEC DEIS Comments - RECORD #365 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : David

Last Name : Gay

Stakeholder Comments/Issues :

Thank you for finally implementing a part of The American Jobs Act. I am truly glad to see that projects are in the works! Thank you for understanding the need to renovate and update our aging infrastructure. I look forward to enjoying an update riding experience in the near future.

NEC DEIS Comments - RECORD #1267 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Mark

Last Name : Gaynor

Stakeholder Comments/Issues :

Alternative 1 brings little gain and much damage to a community and environment. I would hope that alternative 2 can do less damage and have moreadvantage to all concerns without hurting the environment as much

GREATER BALTIMORE COMMITTEE
Regional business leaders creating a better tomorrow... today.

Stephanie C. Hill, *Chair*
LockheedMartin

Donald C. Fry
President & CEO

January 19, 2016

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

Re: GBC Comments on FRA NEC Future Public Hearing

Dear Ms. Reyes-Alicea:

The Greater Baltimore Committee (GBC) is the preeminent regional business organization representing a broad spectrum of businesses in Baltimore City and its five surrounding counties. For over sixty years, our organization has promoted sound public policy in the areas that affect business with a particular emphasis on transportation since it is so vital to the economic health of a region.

The GBC advocates for public policies that strengthen the business climate of the Greater Baltimore area. The GBC has a rich legacy of working in collaboration with government to find solutions to problems that negatively affect our competitiveness and vitality as a region. It is an organization that prides itself on advocating for changes in public policies that strengthen the business community and improve the quality of life in the region, and it is well known for its involvement in promoting transportation projects needed in the region. The GBC also believes that the business community must focus public attention on needs for the future.

As we have from the outset of the NEC FUTURE process, the GBC applauds the Federal Railroad Administration for undertaking the EIS process for an improved Northeast Corridor since more efficient high speed ground transportation is critical to the economic advancement of businesses located along the Northeast Corridor.

We understand the planning needs of FRA to conduct an analysis such as this. Yet, the projected levels of investment of the three alternatives are staggering: $65 billion for Alternative 1, maintaining the role of rail with sufficient additional service to keep pace with population and employment growth; $135 billion for Alternative 2, growing the role of rail with service to new markets and accommodating a greater portion of the population; and $290 billion for Alternative 3, transforming the role of rail by becoming a dominant mode choice of travel in the Northeast. These required levels of investment suggest the need for an alternative means of financing, such as some form of a public private partnership for there is no way the federal government would absorb these costs, even over a 40 year time frame. Additionally, access to private capital would make the schedule for completion of the corridor more timely irrespective of the preferred alternative. For many years, there has been a push to increase public private partnerships in

111 South Calvert Street • Suite 1700 • Baltimore, Maryland 21202-6180 • 410-727-2820 • 410-539-5705 (fax) • www.gbc.org

transportation. The Northeast Corridor, with the density of population producing so much of the GDP for the entire country, is the textbook example of a location for such a partnership.

Furthermore, GBC maintains that the B&P Tunnel is an infrastructure item along the NEC that needs immediate attention for the present safety and security of the traveling public. The $4 billion plan to install a network of four single-track tunnels arcing north around the current B&P path is a critically urgent need. We are encouraged that a separate EIS process is underway for the B&P replacement although construction funding will be needed after the tunnel planning process is completed in 2017.

We also urge FRA to consider maglev technology fully in its NEC EIS. Having seen study results for maglev technology, we know that maglev has lower annual operating costs primarily because the technology uses less energy; creates much less wear and tear on the system's infrastructure since the vehicle levitates above the guideway; and is capable of higher speeds with faster acceleration and deceleration. This also enhances the prospect for attracting private investment.

But for the private sector to invest there must be a fair return on that investment. The maglev technology, which costs less to operate and maintain year after year, is the one most likely to induce investors to participate. That is why the Greater Baltimore Committee believes that a very accurate assessment of the true lifecycle costs and benefits of maglev versus conventional rail is a critical issue that must be addressed in the EIS in order to attract private investment. Access to private capital could also make the schedule for completion of the corridor more timely.

Overall, GBC is encouraged that the EIS phase of future NEC improvement is moving ahead. We still maintain that funding will be a decisive element in the process, and therefore encourage that serious thought be given to a public private partnership endeavor. Along these lines, GBC further suggests that private sector involvement such as in the application of maglev technology on the NEC, be thoughtfully considered.

Sincerely,

Donald C. Fry
President & CEO

NEC DEIS Comments - RECORD #2058 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : George

Last Name : Geer

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal. Building a main rail line through the middle of a college campus will do nothing but destroy that campus. It makes no sense. Alternative 2 along I-91 to Hartford makes more sense because that line is already there. The line can then be built to Providence.

NEC DEIS Comments - RECORD #2472 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Sharynn

Last Name : Gendron

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 #2124 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Carolyn

Last Name : Genovese

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 #1629 DETAIL

Status : [redacted]
Record Date : 2/15/2016
First Name : Linda
Last Name : Genovese
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 spent many days biking around the refuge enjoying the beauty it offers. I have also watched many children and young adults being educated by the wonderful staff that volunteers their time and knowledge to educate others to understand the importance of our natural resources.

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,Linda Genovese
ljgenovese@[redacted]

NEC DEIS Comments - RECORD #990 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Adam

Last Name : Gentry

Stakeholder Comments/Issues :

I believe the Tier 1 Draft EIS, the plan to build a high speed train through Old Lyme, is a mistake. I believe sending the train through, or in the general vicinity of Hartford, would be a superior choice, with less negative impact on environmental and cultural locations in Connecticut. A Hartford focused pathway would also create a much more direct line, adding to current efforts focused on developing Hartford as a destination for commerce and industry.

Since Hartford is a very dense location, there would probably be merit in having the train stop there, creating more opportunities for commerce and tourism in an already developed area, instead of damaging other locations, like Old Lyme, without creating a benefit to the region to offset those negative consequences.

In short, I feel that the plan to run a train line through Old Lyme has pronounced negative consequences for the town of Old Lyme, without creating any positives to offset/counterbalance them. For that reason, among others, I feel it is the wrong choice, and I hope it never comes to pass.

NEC DEIS Comments - RECORD #993 DETAIL

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

I previously remarked on what I felt were some of the reasons the plan to build a train line through Old Lyme, to go between Boston and Washington DC, is a mistake, but I wish to make some additional remarks.

The existing train system can convey a person form DC to Boston in approximately 7 hours, I believe. How much time will really be saved by this revision?
And, if someone truly needs to go from one to the other in a timely fashion, why not fly?
A plane ticket would not cost substantially more, and would reduce the travel time to approximately 2 hrs.
Reducing the travel time to less than a third by using a plane makes a lot more sense than spending such large amounts of money to provide yet another alternative, which still requires too much travel time for a round trip in a single day.

NEC DEIS Comments - RECORD #716 DETAIL

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

Rail travel is essential to growth within the Northeast and, the NEC represents the largest link in a chain that has potential to change the region from sprawling suburbs with massive traffic issues to a true economic hub with ties to all of the country. Rail can connect small cities such as my own (Burlington, VT) to New York and, Boston with relative ease with the right improvements. Currently it takes approx 9 hours from Essex Junct VT to Penn station by train and 5 by car. and 13 hours from Essex Junction VT to Boston by train and 3.5 by car. Invest in the NEC and drop those times!!!!

NEC DEIS Comments - RECORD #731 DETAIL

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

Dear Ms. Braegelmann:

As a long time resident of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. I visit the Refuge every year and enjoy the land and wildlife and strongly oppose taking part of the refuge for transportation.

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.

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,

Timothy Geran

NEC DEIS Comments - RECORD #2197 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Wilkingson

Last Name : Germain

Stakeholder Comments/Issues :

I oppose the new railroad through the campus.

NEC DEIS Comments - RECORD #1744 DETAIL

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

While in favor of maintaining the vital infrastructure such as the Rail Roads I'm in opposition of the government making sweeping decisions without the benefit of local input and therefore local support.

I find this study as a typical case in point where local support is no being actively pursued but if anything being denied.

Having read the report, it is very difficult to find a simple definition of the purpose of the study and a simple explanation of the findings. The especially relevant to the defined effect to the local community such as Old Lyme.

I again restate that I understand the need for upgrades and improvements but I also believe this is not something that should be mandated to a local community without their proper participation and or support.

NEC DEIS Comments - RECORD #1268 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Kristin

Last Name : Geshel

Stakeholder Comments/Issues :

Do not go through with the changes to the rail system. The powers theat be should be ashamed of themselves for not appropriately addressing the changes with the local community within a reasonable time frame (60 days minimum would have been a start) and current outreach methods that touch the local community of busy, hard working families...what cowards. Preserve Lyme Street and it's surroundings of Old Lyme & Lyme. We live in CT and pay high taxes because of what we get in return- a caring community, excellent school system, fresh country air, and it is it is a slice of heaven. It is iconic USA. We literly drive along the streets while pointing out to our children how special it is to live here- our surroundings came to be by generations of dedicated, hard work which we continue to carry on and is represented on Lyme street and its surroundings filled with homes, schools, businesses, libraries, wetlands, beaches, historic locations, artist community, educational institutions, etc. Don't ruin it.

NEC DEIS Comments - RECORD #2728 DETAIL

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

Dear Federal Rail Administration,

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

Sincerely,

Kendall A. Getek

NEC DEIS Comments - RECORD #1895 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Lawrence

Last Name : Ghirardi

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. Furthermore, I do not see any need for another rail line. If you must put one in, connect Hartford with Providence RI

NEC DEIS Comments - RECORD #1658 DETAIL

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

I am apposed to Alternative 1, which I understand would cut a swath through historic Old Lyme, CT. I do not live in Old Lyme, but love to visit. It is a Connecticut gem. To bisect this lovely, historic town would be a crime against not only the local residents but to the entire state.

NEC DEIS Comments - RECORD #568 DETAIL

Status : [redacted]

Record Date : 2/6/2016

First Name : Grerard

Last Name : Giarratana

Stakeholder Comments/Issues :

I am concerned about proposed rail line that utilizes the Hempstead line of the LIRR,and if this goes through(implementation/construction) How does it impact my village(Floral Park). Much hysteria about this proposal from community and community leaders

NEC DEIS Comments - RECORD #700 DETAIL

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

This refuge is the wrong place for a new rail line. Do not disturb this unique and critical wildlife habitat. Too many rare species depend on it for survival.
Thank you.
Denise Gibbs

Sent from my iPad

NEC DEIS Comments - RECORD #1211 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : John

Last Name : Gibson

Stakeholder Comments/Issues :

We are against the proposal number 1. What are the thinking of? This will run our town.

NEC DEIS Comments - RECORD #1210 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Lorraine

Last Name : Gibson

Stakeholder Comments/Issues :

We are against the proposal number 1. What are the thinking of? This will run our town.

NEC DEIS Comments - RECORD #1209 DETAIL

Status : [redacted]

Record Date : 2/13/2016

First Name : Lorraine

Last Name : Gibson

Stakeholder Comments/Issues :

We are against the proposal number 1. What are the thinking of? This will run our town.

NEC DEIS Comments - RECORD #2401 DETAIL

Status : [redacted]

Record Date : 2/15/2016

First Name : Michael

Last Name : Gilbert

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 #1768 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : maria

Last Name : gillan

Stakeholder Comments/Issues :

Please do not choose to run train tracks through the university campus.

NEC DEIS Comments - RECORD #846 DETAIL

Status : [redacted]

Record Date : 2/11/2016

First Name : Timothy

Last Name : Gilleran

Stakeholder Comments/Issues :

I do not support this proposed plan. As a tax payer in Connecticut I will not support any rail changes over the Connecticut River.

NEC DEIS Comments - RECORD #1341 DETAIL

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

I support any efforts to maximize the use of the public rail system but not to the level where historical villages (Old Lyme) would be adversely affected.

I would hope consideration would be given towards a combine RR track system within the expansion of I95 (2 to 3 lanes) where such a RR track system could be centered between the northbound and southbound lanes of I95 from Ild Saybrook, CT to New London CT. transportation systems such as this have been built in Queens, NY (Van Wyck Expressway).

NEC DEIS Comments - RECORD #502 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Todd

Last Name : Gilmour

Stakeholder Comments/Issues :

As a fifteen-year active Acela rider between Boston and Washington, from my home in New York, I can attest that NEC needs transformative rail investment to bring the region up to a level of connectivity that European and Asian cities have benefitting from for decades. LET US UNLOCK THIS POTENTIAL FOR GDP GROWTH AND INVEST NOW WHILE BORROWING IS STILL AT VERY LOW RATES.

NEC DEIS Comments - RECORD #2691 DETAIL

Status : [redacted]

Record Date : 2/16/2016

First Name : Margaret

Last Name : Gingolaski

Stakeholder Comments/Issues :

I think this railroad corridor change that is proposed for Connecticut should not happen. We should not destroy the property and history of the area that would result in this change for the sake of 1/2 hour less for a trip from Wash. to Boston. Why was this not announced before the last minute so people would really have a chance to voice their opinion?

NEC DEIS Comments - RECORD #1556 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Katie
Last Name : Gingras
Stakeholder Comments/Issues :

As a resident of Old Lyme, CT, I am strongly opposed to the NEC Future Alternative 1 plan. Although I believe that the railway is in need of updates, the Alternative 1 plan would run directly through our town, causing ruin both historically and environmentally. There must be a way to improve the rail without decimating an entire town.

Because this plan has been publicized, property values in our town will likely collapse until a new plan is generated which will alleviate this burden on the homeowners in Old Lyme.

Lastly, please improve your communication with our community.

NEC DEIS Comments - RECORD #512 DETAIL

Status : Action Completed
Record Date : 2/3/2016
First Name : Patrick
Last Name : Gingras
Stakeholder Comments/Issues :

The rudimentary map of the Alternative 1 Plan looks like it creates a new route for a train directly through my neighborhood in Old Lyme, CT (the Western side of Ferry Road). Could there be a more specific map presented, which shows the exact location of the new route?

More broadly, the map shows the new train route running through the heart of Old Lyme, a centuries-old town with rich history and cultural resources. It is unimaginable that the town's center would be destroyed in the name of innovation. Surely there must be another route to consider, one which has a far lesser impact on our historic and important seaside town.

Last, I encourage the FRA to be more forthcoming with plans and news, especially to the areas of the country most effected by their potential actions. Our community was completely unaware of their shocking plans until very recently, in fact after the original public comment period.

Thank you,

Patrick Gingras