

RUBY SEIGEL: Is there anyone else who would like to make a public comment?

GLENN F. JOHNSTON: I would.

RUBY SEIGEL: All right.

GLENN F. JOHNSTON: Even though I signed up for private

40

RUBY SEIGEL: Oh, that's okay. The private stenographer will be okay with that.

GLENN F. JOHNSTON: Good afternoon, ladies and gentlemen, panel. A lot of -- my name is Glenn F. Johnston. I'm a machinist with Amtrak. I am a union representative for our machinists in the Delaware shops. I'm also a contributor to our news -- our current newsletter is called Delaware Improvement Group, and I've been to a couple of these meetings before.

And some of the information that I read, certain things I cannot agree with. Namely somebody pointed out the fact that to take the line from where it currently runs through Wilmington and then send it to where the freight line runs, it's kind of like counterproductive, because I know -- I work out at the shop, and when a huge storms come up the coast, it floods out.

So -- but yes, there needs to be

41

expansion in certain areas. There needs to be improvements to the infrastructure. Not just the train sets alone, but the catenary, the right-of-way where you need certain switches that you can -- you can run over 80 miles an hour between two parallel tracks. Those sorts of things need to be done at strategic locations, yes.

I'm an ex-New Yorker, so I know about the Hudson tunnels. In fact, when I started working for Amtrak, I was one of the few employees that utilizes it to the hilt. One of my coworkers called me a hobo because I was on the train so much.

But I'm also looking at expanding -- and someone brought it up, about expanding outside of just this small territory. And one part you mentioned, the use of certain train sets. Since this is the concept that we are now going to is the use of a dedicated train set of a certain length.

42

The best options that I saw in there

was, yes, having push/pull trains with locomotives on either end, a set number of cars, say, seven to eight, but capable of running off corridor like New Jersey transit currently has where they run a catenary and switch over to diesel. Amtrak has similar locomotives, which run a third rail and switch over to diesel.

Now with Amtrak itself expanding, especially in Upstate New York where they're now leasing the line that's close to Albany, one of my suggestions would be, you know, in cooperation with Metro North and the state of New York, extend the third rail from where it currently ends in Croton-Harmon up to Rensselaer. That alone will be a cost savings as far as fuelwise.

Yes, fuel is very low right now, but it could also reverse. And as anyone knows, fuel tanks on locomotives are a heck of a lot bigger than what they are in your car or truck.

43

The same thing also for -- and I read this in a book. At one time, the Pennsylvania Railroad was looking to extend the catenary beyond Harrisburg. Now, we're losing a lot of business because we're not service -- we're not serving those communities like Pittsburgh.

And there's still enough right-of-way to talk to -- you know, Norfolk Southern to say, look, you can have two tracks for free and give us two tracks for passenger. And have the same concept where locomotive -- if you don't extend the catenary out to Pittsburgh, at least have a locomotive that you can run on the catenary, switch over to diesel and continue on to Pittsburgh.

And I have family in Virginia. The same thing. The down time between changing engines will be dramatically reduced if all you have to do is just switch over from one mode to another.

And, also -- and I'm sure technology

44

now in the modern railway age, you can have a locomotive that can run on third rail catenary and diesel. The savings would be dramatic. You know, as far as like I said, down time between running where there's electrified territory and where there's not.

I have some other comments, but I'll save those for later. Thank you for listening.

RUBY SEIGEL: Thanks, Glenn.

NEC DEIS Comments - RECORD #43 DETAIL

Status :

[REDACTED]

Record Date :

12/4/2015

First Name :

Jake

Last Name :

Johnson

Stakeholder Comments/Issues :

Hello,

My name is Brady Rider - and I feel a new idea would be updating the paint scheme on your Amfleet I Cars. A new vibrant scheme would be nice for the new Corridor

-Brady Rider

NEC DEIS Comments - RECORD #2938 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Jocelyn
Last Name : Johnson

Stakeholder Comments/Issues :

This plan is unbelievably costly and not well thought out. The impact on communities and wildlife is in no way worth the small amount of time that would be saved by passengers by making a more direct route for trains to go faster. People have been living with this for years and have survived. This idea is tremendously costly in every way to so many people and the state in general. The losses that would be incurred are outrageous compared to the savings of a minute amount of time that would be realized. This is a tremendously poorly thought out idea. It also seems to be something that is trying to be pushed through without letting people really know how it would impact them until it was almost too late to even comment. It would destroy Old Lyme and the historic district as well as many businesses and landmarks. The cost to the environment would be huge as well. The rail system should be left the way it is. The cost is way too great in every area.

There has been a lot of problems with trains going faster too with a rise in accidents.

NEC DEIS Comments - RECORD #3018 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Len

Last Name : Johnson

Stakeholder Comments/Issues :

Too expensive for very little benefit.

NEC DEIS Comments - RECORD #1766 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Michael

Last Name :

Johnson

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 #1369 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Michele

Last Name :

Johnson

Stakeholder Comments/Issues :

I oppose proposed alternative 1 that will involve changes to the historic character of Old Lyme and hope that other options will be considered.

NEC DEIS Comments - RECORD #2237 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Monica

Last Name : Johnson

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 #1162 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Nancy

Last Name :

Johnson

Stakeholder Comments/Issues :

Do not destroy the beauty of our Historical towns. Improve the rail lines already in existence.

NEC DEIS Comments - RECORD #1953 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Rebecca

Last Name :

Johnson

Stakeholder Comments/Issues :

I oppose option 1 of the northeast futures project as it will destroy the campus of the Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1648 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Roy

Last Name :

Johnson

Stakeholder Comments/Issues :

I strongly oppose the proposed construction running through the center of Old Lyme, CT. This will destroy both businesses and historic sites. you will face a firestorm of opposition if you proceed with this plan.

NEC DEIS Comments - RECORD #606 DETAIL

Status :

████████████████████

Record Date :

2/8/2016

First Name :

Scott

Last Name :

Johnson

Stakeholder Comments/Issues :

As a resident of old Lyme, ct for the past 26 years I have watched this town grow and change ecologicly, culturaly and domestically. However its always been in small ways in order to preserve the way of life other residents have know to love. Old Lyme is one of the most reserved towns in the state for this reason. It takes protein Preserving the culture by strict building regulation. Protecting wildlife that thrives in the rivers, streams and salt marshes. To build this railroad would disrupt this town in so many ways. It would disfigured the towns image and sever it thriving ecosystem. Please vote no on continuation of this project, it simply should not be built

NEC DEIS Comments - RECORD #680 DETAIL

Status : Action Complete
Record Date : 2/10/2016
First Name : Lily
Last Name : Johnson-Ulrich
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. Patuxent Wildlife Refuge is a publicly owned natural resource. The federal laws that established this national wildlife refuge state that this land should not be used for purposes other than conservation. From my point of view, this rail plan violates federal law and is putting the interests of corporations over that of the people. To me, this rail plan has parallels to the armed and illegal occupation of the wildlife refuge in Oregon. Public lands exist for the enjoyment of all US citizens and once established no one has the right to use that land for specific project interests. This rail plan sets a dangerous precedent against the preservation of precious network of wildlife refuges in the US.

Sincerely,
Lily Johnson-Ulrich

NEC DEIS Comments - RECORD #2820 DETAIL**Status :****Action Completed****Record Date :**

2/16/2016

First Name :

Amy

Last Name :

Johnston

Stakeholder Comments/Issues :

I have lived in old Lyme my entire life and am the 4th generation to do so. We have decided to raise our family in the beautiful town because of its quaintness, the historic downtown of Lyme Street without the hustle and bustle. There is so much history in this town examples being the Lyme art academy, the Florence Griswold museum and the many original historic homes in this town make it what it is today as it has been for many generations. This train that is being proposed will ruin all of these qualities that this town has. I strongly oppose this from happening, I would hate for our future generations to not experience the tranquility this town has to offer. Please consider history, and community, that would be ruined forever if this went through.

P R O C E E D I N G S

ON THE RECORD AT 6:07 P.M.

Whereupon,

Glenn F. Johnston

INTERVIEWED as follows:

COURT REPORTER:

This is Judy Grill, the Court Reporter, and today is January 20, 2016. It's Wednesday. The first private hearing for the NEC Conference is happening right now. I am introducing Mr. Glenn J. Johnston, who is an Amtrak employee of twenty-three years. He is offering his individual opinion today. He represents Machinists, A Delaware Improvement Group and let's go ahead with Glenn. You are on the record, go right ahead. You may begin.

PRIVATE HEARING SPEAKER, GLENN F. JOHNSTON:

Sure. My name is Glenn F. Johnston, Machinist with twenty-three years at Amtrak.

I am also a representative of the Machinist Union, Local Lodge 1284. I represent the Machinists that work in the Wilmington Shops.

I'm also part of a Labor/Management called Delaware Improvement Group, where we at Amtrak are trying to bring in work into, the Delaware Shops not just the Wilmington shops but also the Bear shops as well. I am here tonight to show my support for the NEC future, some things I like about it, the preliminary Tier One Environmental Impact Study. Some things I feel need to be addressed, however, or changed entirely. First let me start by saying, me being a railroader and a rail enthusiast. I strongly believe in not just the Northeast Corridor, but the entire rail system as a whole. But being brought up here, I was raised in Brooklyn, NY. I learned to appreciate Public Transportation. However, and I'll go into some of my opinions. First off, before we can transform, we need to maintain what we have. Currently, our Catenary system is antiquated, very antiquated, unlike Europe, where they have constant tension system, even for trolley systems, they use a constant tension system Catenary System. We need to implement that here in order to achieve the higher speeds that we are discussing. Also along with realigning some of the right of way, I can agree with, some of it, I cannot. Because of the fact that it runs through suburban and urban areas. It does not make much sense to an economic standpoint. Me being a resident of Delaware, working in Wilmington, having a realignment that takes the main line further south out of the city, makes no sense. Also for the fact that you are running through what becomes now a flood prone area. But

along those lines I agree there needs to be expansion, not just within the Northeast Corridor itself, where we are under wire, but also outside of the Northeast. More so in areas where there is market growth. Such as Virginia, Upstate New York, New England and even try to get some of the market in the State of Pennsylvania. For this reason, I suggest that although a lot of these major undertakings will take a huge amount of funding, currently right now we can start with, other than maintaining our track and Catenary infrastructure, we can invest in new trains currently. That would be one of the easier ways of improving service in the Northeast Corridor. In the public statement I made, I suggested that we can have train sets with locomotives on both ends operating in push/pull mode like the current Acella does. Having at least seven to eight cars in between, but where the locomotives can run outside of electrified territory, not just Catenary, but also third rail. Currently, New Jersey Transit has dual mode type equipment; dual mode locomotives that run off of Catenary and switch over to diesel. Amtrak and Metro North uses engines which run on third rail and then switch over to third rail as well. Having train sets like this can vastly improve the fluidity and give people more of a one seat travel; meaning, in areas where you have to change engines, you will not have to, such as Washington, D.C., is most notable. But also New Haven, when you head up to Vermont and also we can improve service in Pennsylvania by having more trains run out to Pittsburgh, where people would really like that to happen. Thus, if you run a train from New York, Philly, out to Harrisburg, you can switch over from electric to diesel and continue your trip with very little down time or dwell time in the station. Now, other things that I have read within the information that this organization has provided seems like a lot. I don't know where the funding is going to come from. WE really need to start changing the minds of our elected officials, not just on the federal level but on the state and local level as well. The railroad and even other forms of transportation are important to this country. But I feel that the railroad has always gotten the worst end when it comes to appropriations to maintain the system currently that we have. This needs to change. Other countries look at their rail system as a national necessity, we do not. I appreciate you listening, and I hope to be in contact with you, or someone in your organization be in contact with me in the near future, thank you very much.

We are going off the record at 6:18 p.m.

ON THE RECORD AT 6:21 p.m.

This is Judy Grill, Court Reporter, and same date January 20th, now 6:21 P.M. and we are back on the record with Glenn Johnston, the Amtrak employee of twenty-three years and he has more of a statement to make, so go right ahead Glenn.

PRIVATE HEARING SPEAKER, GLENN F. JOHNSTON:

Thank you Judy. I had additional comments to make, and this pertains to not just to the people who I work with, because we are a heavy rebuild shop for Amtrak. We are only one of two serving the entire country, and basically we do all the heavy rebuild of the equipment used on the Northeast Corridor, both locomotives and cars. If people are looking toward economic recovery, such as putting people back to work, then whatever train sets are decided to be made, my suggestion would be make them hear. We have a defunct car plant, the old GM car plant that is still empty, is not being used for anything, and could be retrofitted to be used to build rail equipment. That alone to retrofit and re-purpose the property, should give you, say, a couple hundred jobs alone. And, also there are nearby steel mills that could make the steel needed, even possibly the stainless steel, there is also a defunct steel mill in Claymont, Delaware, where part of it is a fabrication shop, where part of these train sets could be fabricated and then assembled in the old GM plant. The reason why I bring this up, again, not only do I represent the people who I work with but also I feel that the State of Delaware and local areas such as Maryland and Pennsylvania can benefit from the job growth that can be created from these manufacturing jobs. With that being said, I close again, thank you for listening.

OFF THE RECORD AT 6:24 p.m.

NEC DEIS Comments - RECORD #1566 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Martha
Last Name : Johnston

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

I am writing to oppose Alternate 3 or any proposal to place a rail line in
or proximate to the Patuxent Wildlife Refuge.

That the Office of Environmental Policy and Compliance and other planning
bodies are even considering the destruction of a US wildlife refuge is
beyond reasoning. Patuxent WR and all of our federal refuges are important
to the preservation of habitat and species. Patuxent, in particular, offers
critical acreage to preserve species and conserve resources in a highly
developed region where habitat fragmentation is predominant. The proposed
rail line would damage the ecological integrity of the largest remaining
forest block in central Maryland-recognized by Audubon Maryland-DC (of which
I am a proud member) as an Important Bird Area (IBA) in 2006 because it
provides habitat for several declining bird species.

Wildlife refuges' importance to our common good and our national identity
came into sharp focus during the Malheur standoff. And to think our own
government would even consider destroying Refuge habitat.

Sincerely,

Martha K. Johnston

Martha Johnston

<mailto:marthakjohnston@[REDACTED]> marthakjohnston@[REDACTED]

Baltimore, MD

NEC DEIS Comments - RECORD #429 DETAIL

Status :

Action Completed

Record Date :

1/31/2016

First Name :

Sherry

Last Name :

Johnston

Stakeholder Comments/Issues :

I am toldly against this proposal it will ruin the old town of old Lyme! I am for progress! This is terrible! Give the town a voice against this!

NEC DEIS Comments - RECORD #2359 DETAIL

Status :

Action Completed

Record Date : 2/15/2016

First Name : Todd

Last Name : Jokl

Stakeholder Comments/Issues :

Federal Rail Administration,

I strongly oppose Alternative 1 of the NEC Future proposals. In addition to causing irreversible damage to the CT River Estuary and the town of Old Lyme Historic District, alternative 1 will destroy Lyme Academy College of Fine Arts.

Lyme Academy College of Fine Arts is dedicated to preserving the classical approaches to fine arts education and is one of only a few institutions in the country to do so.

Further, as a citizen of CT residing near New Haven, CT, I feel that Alternative 2 provides the only real benefit to the state and establishes a much needed inland rail service.

Thank you for your time and attention to this matter.

Sincerely,

Todd Jokl

NEC DEIS Comments - RECORD #417 DETAIL

Status :

[REDACTED]

Record Date :

1/30/2016

First Name :

Stephen

Last Name :

Joncus

Stakeholder Comments/Issues :

The existing rail line over the Connecticut River from Old Saybrook is fairly high above the sound and stays pretty high through to New London. In addition we have a brand new bridge in Niantic. Replace the 100 year old bridge over the Connecticut River and think about alternate routes east of New London.

NEC DEIS Comments - RECORD #2794 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Douglas

Last Name : Jones

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 #2418 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Jacqueline

Last Name : Jones

Stakeholder Comments/Issues :

This would be an abomination and a travesty to put this railway through the historical village of Old Lyme, closing a very special and rare gem of an art college and desicrating the 'sacred ground' American Art history. As an artist and alumni of the college I am deeply apalled that this could even be considered.

NEC DEIS Comments - RECORD #1881 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Sarah

Last Name : Jones

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 #2128 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Michael

Last Name :

Jonson

Stakeholder Comments/Issues :

My general comment is to make improvements whenever funding becomes available. Make sure that you advertise whatever improvement you make. I would start between Manhattan and Newark with that old bridge as soon as you can. Otherwise, I thought the report was very thorough.

NEC DEIS Comments - RECORD #1484 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Kathleen

Last Name :

Jose

Stakeholder Comments/Issues :

This alternative 1 would be an absolute disaster for the state of Ct. It would economically, ecologically, and historically destroy one of our proudest communities. Already there is a train line that runs through this town. Certainly another option that is far less destructive can be decided upon!

NEC DEIS Comments - RECORD #1573 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Robert

Last Name :

Jose

Stakeholder Comments/Issues :

I support smart and sensible high speed railroad development in the Northeast, but not at the cost associated with alternative 1 for Old Lyme, Ct.. I have been a resident of Old Lyme for 30 years and came here for many reasons, a number of which would be decimated by this plan.

The Town of Old Lyme is situated on both the Ct. river and Long Island Sound and therefore has extensive environmentally sensitive areas along its western border on the Ct River estuary and Lieutenant River. The town and state have worked and continue to work arduously to protect these areas.

Alternative 1 would change and damage these areas forever, the vistas, landscapes and waterways as we know them would be gone.

In addition, the center of town and business district would be ruined with the rail installation next to I95, right through the center of all activities. The historic district, art museums and schools, the very essence of what Old Lyme is about and known for, would be seriously altered. The shopping on Halls Rd would no longer be as attractive with high speed rail next door.

The town's character as we know it would be changed and damaged forever. The prime motivating factors for people to move to Old Lyme would disappear. The town would suffer untold hardships. I am opposed to Alternative 1. Bob Jose

NEC DEIS Comments - RECORD #2590 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Melanie

Last Name :

Joseph

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 #2120 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Melissa

Last Name : Joy

Stakeholder Comments/Issues :

I am contacting you to make my opposition known to Alternate 1 proposal. Please count my vote towards the opposition of this proposal

Melissa Joy

Old Lyme resident

Sent from my iPhone

NEC DEIS Comments - RECORD #1252 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Judith

Last Name :

Stakeholder Comments/Issues :

Please revise the plan to have the railroad destroy the Old Lyme historic district! A rail line is already existing and please use it!

Heritage is important even in this high speed age!

NEC DEIS Comments - RECORD #658 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : Camille

Last Name : Juliana

Stakeholder Comments/Issues :

Hello,

Please don't put a rail line through the Patuxent Wildlife Refuge. We need to preserve the entire Refuge for the wildlife & for our children.

Thank you, Camille Juliana Rising Sun, Maryland Voter

NEC DEIS Comments - RECORD #707 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Adam

Last Name : Julius

Stakeholder Comments/Issues :

I am fully in support of Alternative 3 to transform the Amtrak system in the northeastern corridor. The problem I have is the cost of the project. I do not want higher taxes to subsidize rail service and the service must be made to generate additional revenue for Amtrak or perhaps a private/public partnership or private rail lines in addition to Amtrak to fund such projects. One must realize there are multiple alternatives to rail and rail tends to work better for shorter haul high speed intracity routes or slower commuter rail where it can compete and alliviate vehicular traffic.

NEC DEIS Comments - RECORD #711 DETAIL

Status :

[REDACTED]

Record Date :

2/10/2016

First Name :

Adam

Last Name :

Julius

Stakeholder Comments/Issues :

I support Alternative 3 as long as profitability can be realized and Amtrak considers private or private/public alternatives and there are no additional taxes or wasteful government spending on such projects.

We need higher speed rail and additional tracks and alleviation of system bottlenecks and modernization of equipment. The problem is rail unlike aviation requires a lot more ground based infrastructure while air just requires point to point based infrastructure and speeds of air are faster. However a lot of people use shorter haul train due to cost, movement of vehicles like Auto train and also because there is no intensive screening by the TSA,

NEC DEIS Comments - RECORD #2631 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Rachel

Last Name : Junga

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 #1123 DETAIL**Status :**

[REDACTED]

Record Date :

2/12/2016

First Name :

Rachael

Last Name :

Jungkeit

Stakeholder Comments/Issues :

I live in Old Lyme, and while I think replacing the CT River Bridge is a safe and sensible idea, I think that building or rerouting the tracks and ripping up parts of these Shoreline towns is thoughtless. Literally. As in requires more thought. How about investing money in a train to Hartford? I can already catch trains up and down the Northeast corridor. And the reason I personally don't do it more often is not because of a slow or inefficient train system. It is because the cost is ridiculously high, and it ends up more cost efficient for me to take my car. Please put more thought into an effective rail system that actually meets the mass transport needs of more people.

NEC DEIS Comments - RECORD #1233 DETAIL**Status :**

Pending

Record Date :

2/14/2016

First Name :

Steven

Last Name :

Jungkeit

Stakeholder Comments/Issues :

While I, along with many in the community of Old Lyme, support the expansion of high speed rail, to do so by destroying towns and village with historical significance, is painful to consider. One of the versions of the plan cuts directly through the center of Old Lyme, and it would simply destroy properties, grounds, and ecological areas that make this town beautiful, and unique. Please consider a less destructive alternative. This would amount to an act of vandalism on a massive scale. I hope those responsible for this planning will move to avoid the upheaval the current plan projects.

NEC DEIS Comments - RECORD #2727 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Yue

Last Name : Junyao

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 #1048 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : Linda

Last Name : Just

Stakeholder Comments/Issues :

Please be aware that I am strongly opposed to Alternate 3 in your rail plan. This act would be detrimental to the valuable wildlife habitat, in a region where destructive development has already taken a toll on our natural resources. This natural gem is recognized by the Audubon Maryland-D.C. as an important bird area (IBA), providing critical habitat for declining bird species such as Whip-poor-will, Wood Thrush, Kentucky Warbler, Prairie Warbler and others. The Patuxent Research Refuge was founded in 1973 for the SOLE PURPOSE OF UPHOLDING THE MIGRATORY BIRD SPECIES ACT. Destroying this habitat would go against the purpose for which the refuge was established!

Furthermore, bulldozing through, even a section of the area, would disturb the contiguous habitat birds and wildlife need to survive. Allowing this irresponsible proposal to continue would be an assault to the natural habitat and would set a dangerous precedent. Please choose an alternate route that would not destroy this national treasure.

Sincerely,

Linda Just

Colora, Md

ljustrn@[REDACTED]

NEC DEIS Comments - RECORD #2515 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Milton

Last Name :

Kahl

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 #1421 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Amy

Last Name : Kahn

Stakeholder Comments/Issues :

I oppose Tier 1 Draft Environmental Statement. This would kill the beauty, economy and citizens of this historic area.

NEC DEIS Comments - RECORD #605 DETAIL

Status : Action Completed

Record Date : 2/8/2016

First Name : E.J.

Last Name : Kalafarski

Stakeholder Comments/Issues :

As an NEC commuter between New York and Washington, I enthusiastically support the transformative Alternative 3. We have the technology; it's time to make the investment in high-speed rail.

NEC DEIS Comments - RECORD #2362 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Brooke

Last Name : Kammrath

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 #532 DETAIL

Status : Not Completed
Record Date : 2/3/2016
First Name : Tharindu M Premalal
Last Name : Kankanam Kapuge

Stakeholder Comments/Issues :

As a UCONN Student ,this seems to be a wonderful proposal.This will connect an isolated giant to outside world.However, the scenic beauty of this tiny community should not be destroyed.UCONN is a one pack community with huge values in it.So the opening of this community to outside world should be done very carefully for the sake of students protection.

NEC DEIS Comments - RECORD #821 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Ralph

Last Name : Kantrowitz

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.

You should also be taking into account the lifetime of the NEC infrastructure near shorelines and wetlands. A rise in sea-level due to global warming will lead to higher groundwater levels in the future. This will increase costs for maintaining the NEC infrastructure. Without birds to spread the seeds for vegetation, the wetlands will lose their vegetation and become even more prone to flooding and soil slump which in turn will lead to higher maintenance costs.

Sincerely yours,

Ralph Kantrowitz



Gaithersburg, MD 20878

NEC DEIS Comments - RECORD #2394 DETAIL

Status :

Record Date :

2/15/2016

First Name :

Stan

Last Name :

Kapinos

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 #2536 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Bijan

Last Name :

Karimi

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 #1102 DETAIL

Status : [REDACTED]
Record Date : 2/12/2016
First Name : Marguerita
Last Name : Karpenski
Stakeholder Comments/Issues :

Dear Congressman Joe Courtney,

It is a wonderful idea to have trains added for transportation in the North eastern part of Connecticut. We used to have trains to go to Boston Worcester, Webster, Mass and the train would stop in Putnam, we had many people that used the trains. On August 19, 1955, We became homeless, my husband with our 5 month old baby lost every thing and one of the things we in Putnam lost our train service. Now I am an 86 year old widow and have no car or transportation to make plans to visit my family. I have had my share of illness and walking is not always easy for me, but I could manage to be on a train. Taxi service is fine but very costly and the Community bus is limited with time schedules. I noticed the illustration was more along the coast line. If only Putnam could have train service from Boston to Worcester added to the plans as well. Putnam needs Train service.

Thank you for allowing me to share my opinion.

Marguerita Karpenski

NEC DEIS Comments - RECORD #1932 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Elizabeth
Last Name : Karter

Stakeholder Comments/Issues :

ALternative 1 that would run through the heart of the small town of Old Lyme CT would destroy our town. It would be much easier to run the tracks around the town farther north.

NEC DEIS Comments - RECORD #2027 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Diane

Last Name : Kasliw

Stakeholder Comments/Issues :

I am totally opposed to the plan to build a rail line through historic Old Lyme. This would be like running a train line through Wiklismsburg, VA. Old Lyme is extremely historic and relevant to American art history. Please do not do this!

NEC DEIS Comments - RECORD #2726 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Kathleen

Last Name :

Kasmin

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 #1055 DETAIL

Status : Not Complete

Record Date : 2/12/2016

First Name : Susan

Last Name : Kassell

Stakeholder Comments/Issues :

Under a draft proposal for a new rail line on the Northeast Corridor (NEC) from Baltimore to Washington, DC, federal transportation planners are considering a proposal that would slice through 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species.

The scheme 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) because it provides critical habitat for several declining bird species.

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

Susan Kassell
Potomac, MD

NEC DEIS Comments - RECORD #855 DETAIL

Status : Action Completed
Record Date : 2/11/2016
First Name : Pauline
Last Name : Katauskas
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)
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This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

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

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and 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 #1333 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Katherine

Last Name :

Stakeholder Comments/Issues :

Upgrades to the system is a good idea. However, more thought and time should be a requirement, especially when it impacts a historic community to such an extent.

NEC DEIS Comments - RECORD #1332 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Alan

Last Name :

Stakeholder Comments/Issues :

Alternative One would destroy a uniquely beautiful, historic town and the birthplace of American Impressionism. Please find another way to achieve the rail.

NEC DEIS Comments - RECORD #76 DETAIL

Status : PENDING
Record Date : 12/17/2015
First Name : david
Last Name : kaufman
Stakeholder Comments/Issues :

As a commuter whose NJ Transit trains are late at least 2X per week, Alternative 3 is the only option. Europe's trains are super fast and comfortable. "America's Railroad" pales in comparison to the Eurostar, for example. It's a shame that USA has let their infrastructure "rot" as the result of neglect and lack of political will for long-term planning. The English channel rail tunnel would never have been built in the US due to special interests. Federal Gov't has enough money for these unlimited wars but not infrastructure? That is insane.

NEC DEIS Comments - RECORD #2522 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Kathy

Last Name :

Kautz

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven and because it would endanger federally protected areas of the Connecticut River estuary.

NEC DEIS Comments - RECORD #208 DETAIL

Status : Pending

Record Date : 1/21/2016

First Name : Myron

Last Name : Kavalgian

Stakeholder Comments/Issues :

How come I am just hearing about this today(1/20/16) and the session in Hartford wasn't publicized so I missed the meeting. Will there be another one scheduled in Connecticut? I feel like you all are trying to put something over on us taxpayers?

NEC DEIS Comments - RECORD #2516 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Lisa

Last Name :

Keeley

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 #2111 DETAIL

Status :

1/1/2016

Record Date :

2/15/2016

First Name :

Pamela

Last Name :

Keenan

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 #361 DETAIL

Status :

Action Completed

Record Date : 1/28/2016

First Name : John

Last Name : Keene

Stakeholder Comments/Issues :

The Northeast Corridor is recognized as increasingly critical to the provision of passenger transportation services throughout the region. In addition, its infrastructure is in critical need of repair, replacement and expansion to insure reliability and meet current demands of intercity and commuter rail services. Any alternatives implemented beyond these goals will benefit the entire region economically and will provide varying degrees of redundancy to the transportation system.

One critical constraint of the current alternatives study are the study boundaries. Current transportation challenges require that the southern boundary of the study area should extend at least as far south as Richmond, VA and a North Station/South Station link in Boston would allow expansion north into New Hampshire and southern Maine as well.

The main thrust of my comment is to urge that all planning for current repairs and expansion scenarios encompass multimodal access to the fullest extent possible. Pedestrians and bicyclists, as well as bus, light rail and heavy rail transit users and private automobiles, should all have easy access to and required support facilities for Corridor rail services. The Corridor study should adopt a policy similar to Complete Street guidelines which outline the multiple ways all user groups can be accommodated on public streets in an equitable manner.

For Corridor rail services, this should include short distance ADA-accessible station entrances for pedestrians, cyclists and transit users, convenient parking designed to accommodate growth in demand, bike lockers, and appropriately-sized covered waiting areas. High level platforms should be provided to speed boarding and allow roll on/roll off availability for bicyclists. New stations should be located where reasonably direct access to regional roadways, transit routes, multi-use trails and sidewalks is possible. Where such amenities are not currently found, sufficient right of way along station access routes should be provided to allow for the future addition of other modes of access. A notable example of such missed opportunities is the Newark Airport station which serves only the airport while being adjacent to highways in the southern Newark suburbs and the East Coast Greenway.

Trains themselves need to be designed with in-car bicycle racks to allow cyclists to utilize all stations, not merely those that provide checked baggage service. This should also shorten stations stops by eliminating the need for passengers to make their way to the baggage car.

Finally, the Corridor study should embrace opportunities to co-locate bicycle trails within the Corridor's right of way, which has been successfully accomplished in Newark, DE and elsewhere. This is especially important at certain bridge locations, such as the Susquehanna River at Havre de Grace/Perryville, MD where the Maine-to-Florida East Coast Greenway has no available structure to cross this water barrier. By increasing accessibility, future Corridor improvements will lead to an increasing traffic base, enhanced revenues and most importantly improved utility for the citizens of the Northeast region which it is designed to serve.

NEC DEIS Comments - RECORD #2781 DETAIL

Status :

~~Action Completed~~

Record Date :

2/16/2016

First Name :

Patricia

Last Name :

Kehoe

Stakeholder Comments/Issues :

This project will have a negative impact on the residential Milford shoreline and adversely impact the beautiful and historic Charles Island, intrude on beachfront, affect the fish and wildlife and cramp this already dense open public space. Why put it smack in the middle of private and public beach property - Why not move to New Haven shoreline where commercial space is available along with a link to the New Haven station and AMTRACK - which Milford does not offer. Or why not move South to Westport or Norwalk. The Milford infrastructure is not ready for this. Finally, why is this so secretive, why have the local Milford authorities not been alerted or included in this decision to date?

Silver Sands state park.

NEC DEIS Comments - RECORD #2782 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Joseph

Last Name :

Puzone

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 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.



Whatever alternative/no
action taken, the bulldozer
should consider passenger comfort
and intermodal options especially
in regions of the NEC
~~that~~ ^{where passengers} are incapable of
transitioning to better job access
and require the capacity to gain
better job outlets

Name: Jay Kei.

Address: ~~2669 Frederick Avenue~~
Baltimore, Maryland 21223-

Email: ~~Jay~~ JAYKEI@~~mail.com~~

2807



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

Place
Stamp
Here



Comment Card

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

Thank you for your interest and input!

NEC DEIS Comments - RECORD #2689 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Carol

Last Name : Kelleher

Stakeholder Comments/Issues :

I think the drawbacks vastly outweigh the benefits. Please abandon this idea of high speed rails in CT

NEC DEIS Comments - RECORD #1557 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Joan

Last Name : Kelley

Stakeholder Comments/Issues :

We oppose Alternative 1 role of rail service through Old Lyme, CT.

We would prefer Alternative 2 GROWS the role of rail with service to new markets and accommodates a greater portion of the population.

Joan Kelley & Roy Lake

815 Beaver Brook Road

Lyme, CT 06371

joan.kelley06@gmail.com

NEC DEIS Comments - RECORD #1463 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Mike

Last Name :

Kelley

Stakeholder Comments/Issues :

The first step is to either eliminate or reformulate AMTRAK...The current organization is incompetent, uncooperative and obstructive. Cost of current AMTRAK use is prohibitive. Alternative 2 would broaden access for consumers.

NEC DEIS Comments - RECORD #79 DETAIL

Status : Pending
Record Date : 12/19/2015
First Name : Shannon
Last Name : Kelley

Stakeholder Comments/Issues :

NO. 1 - RI has a new major depot in which amtrak declined to participate - dumbest decision ever. now we should let you do this?

2 - we had tracks between RI & CT which have been ripped up & are not a fantastic bike path. doesn't seem like much of a need there.

3 - the last remaining little bits of true wilderness left in the state are right along the proposed route and need to be left completely untouched.

4 - we need to work towards green energy instead of ruining wild areas & putting more pollution machines (trains) out there. put money towards green buses instead & there will be enough transportation for everyone. there is no need specific to trains that can't be met by buses.

NEC DEIS Comments - RECORD #424 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Beth

Last Name : Kelly

Stakeholder Comments/Issues :

no!!!

What a crazy idea when the train already has usable track that creates the prettiest ride from old saybrook to providence ri.

It would be devastating to old lyme

NEC DEIS Comments - RECORD #3016 DETAIL

Status : Unread
Record Date : 2/16/2016
First Name : James
Last Name : Kelly
Stakeholder Comments/Issues :

Considering that the plan to have a tunnel to Connecticut would have a terrible ecological and economical impact, and that this plan would have the system bypass the upmarket areas of Westchester and Fairfield counties, it would seem that this would be the least favorable of the options, especially to the people of the town that would have the terminus of the tunnel. Further, any plan that would basically decimate the historical or economic sections of any town should be immediately dropped as this would destroy much needed areas that can never be replaced.

Rail travel in the United States will never be as popular (or as necessary) as it is in Europe for numerous reasons, including the facts that auto insurance is less expensive here, gas is cheaper, and Americans cars and roads are more suitable for longer travel. Spending this money on a project that most likely won't save the rail travel industry seems ludicrous, when this money can obviously be used for more logical projects.

NEC DEIS Comments - RECORD #1213 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Joseph

Last Name :

Kelly

Stakeholder Comments/Issues :

I am opposed to Alternative 1 as it would destroy the Town of Old Lyme. Our Historic District and business district are important to the continued success of this community and that plan would ruin the town and future property values.

NEC DEIS Comments - RECORD #2589 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : John

Last Name : Kelly

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because development along the coastline is bad environmental policy. Building new tracks in environmentally sensitive regions such as our coastal marshes will impact migrating birds and further damage our already imperiled diadromous fish species (alewife, blueback herring, eels, etc.). Further, this plan will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I would rather see rail service extended along the I-91 corridor and, if expansion along the coast is necessary, the lines run through less critical habitat.

NEC DEIS Comments - RECORD #2775 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Patrick

Last Name :

Kelly

Stakeholder Comments/Issues :

Please do not have any sort of tunnel come from Ling Island, NY to Milford, CT. It would destroy our city and its ecosystem. With so many nice beaches right on the sound, it would all be lost if a tunnel was put in there. Everything our is and stands for is against this plan. Please do not do this for our sake and the sake of our future

NEC DEIS Comments - RECORD #1429 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Lisa

Last Name : Kennally

Stakeholder Comments/Issues :

Please do not opt for Option 1. Old Lyme is a beautiful, residential, historic area. Thank you.

NEC DEIS Comments - RECORD #2688 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : M. Elizabeth

Last Name : Kennard

Stakeholder Comments/Issues :

I am totally against any tunnel disrupting Long Island Sound environmentally. The fragile ecosystem was irreparably damaged by a gas pipeline in the recent decades.

Also, choosing Milford as the terminus seems quite flawed. The city infrastructure could not support additional. The lack of openness regarding this project is APPALLING.

*

NEC DEIS Comments - RECORD #741 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Jerry and Elizabeth Kennedy
Last Name : Kennedy

Stakeholder Comments/Issues :

We would like to take this opportunity to voice our objections specifically to Alternative 3 of the NEC Future Plan. Running a high speed 220MPH track down the middle of Long Island would be of little use to the local population and would destroy the communities in its proposed path. This plan would destroy the fabric of one of the most densely populated and beautiful areas of our country.

Apparently, the intent is to provide a short cut to Boston from Washington D.C. by running a high speed 220MPH track through Garden City and straight down the Stewart Avenue Mall. Our Garden City Village is a wonderful example of a planned community and The Stewart Ave Mall is a major feature of the thoughtful planning and architecture present throughout our village. This NEC Future Plan is truly insensitive and not in any way beneficial to the local Garden City village and greater Long Island residents. Implementing this NEC Future Plan would be our local small town equivalent to running a high speed track down the Washington Mall, through the Lincoln Memorial and Arlington National Cemetery.

We would like to formally register our opposition to this bizarre plan.

Sincerely,

Elizabeth and Jerry Kennedy

14 St James Street South

Garden City, NY 11530

NEC DEIS Comments - RECORD #742 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Kennie

Last Name :

Stakeholder Comments/Issues :

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

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

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

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

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and 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 #330 DETAIL

Status :

[REDACTED]

Record Date : 1/27/2016

First Name : Janet

Last Name : Kenny

Stakeholder Comments/Issues :

We are vehemently opposed to the proposal for a high speed train, especially Alternative 3 , as presented. Amtrak now cannot run without subsidies & yet you want to spend billions of taxpayer's money on a continuously losing proposition that would irrevocably change Long Island & not for the better.

Additionally we find the lack of multiple public hearings on this huge project objectionable.

Robert & Janet Kenny

Sent from my iPad

NEC DEIS Comments - RECORD #1745 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Margaret

Last Name :

Kenny

Stakeholder Comments/Issues :

I am totally opposed to Alternative 1 as it would destroy the environment of our beautiful, small, historic town.

NEC DEIS Comments - RECORD #940 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : E.

Last Name : Kent

Stakeholder Comments/Issues :

I do not support the high speed rail through the Old Lyme Historic District. Our beautiful towns need preservation!

NEC DEIS Comments - RECORD #1743 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Bruce

Last Name : Kenyon

Stakeholder Comments/Issues :

While an additional track between Old Saybrook and Kenyon RI may be appropriate to help relieve congestion, we strongly object to a route which would impact the historic district of Old Lyme. This town is a New England treasure which should not be "run over" by a railroad.

NEC DEIS Comments - RECORD #295 DETAIL

Status : Action Completed

Record Date : 1/26/2016

First Name : Cissie

Last Name : Keogh

Stakeholder Comments/Issues :

This plan will ruin our beautiful town, I am totally against this change.

NEC DEIS Comments - RECORD #1002 DETAIL

Status : ~~Action Completed~~

Record Date : 2/11/2016

First Name : Thomas F.

Last Name : Keogh

Stakeholder Comments/Issues :

Please take Alternative 1 off the table. It will destroy our beautiful town.

NEC DEIS Comments - RECORD #854 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Christopher W.

Last Name : Kerr

Stakeholder Comments/Issues :

I am just voicing my opposition of the "Alternate !" plan for the new rail system through the town of Old Lyme
Christopher W. Kerr18-1 Dunns InOld Lyme, Ct 06371

NEC DEIS Comments - RECORD #2192 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Samantha
Last Name : Kiely
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 #1625 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Tom
Last Name : Kimbis
Stakeholder Comments/Issues :

Carol,

As a long time Marylander, attorney, and lover of all things the Old Line State has in perpetuity for my children and theirs, please consider the arguments below. I am a strong believer in mass transit and commerce, but not at the cost of that which we can't ever reclaim.

Tom

Tom Kimbis
N Potomac, MD
St Michaels, MD
tom.kimbis@[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

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Sincerely,

Thomas P. Kimbis, Esq.

NEC DEIS Comments - RECORD #1515 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Deborah

Last Name : Kindel

Stakeholder Comments/Issues :

The new railway alternative #1 will destroy the charm of Old Lyme. The government has already ploughed through the southeastern Connecticut shoreline with the existing railway and I-95, obscuring the beautiful water views and splitting towns and cities. Try going further inland if you must, but stop destroying the natural and historic blessings of the Connecticut shoreline.

NEC DEIS Comments - RECORD #2716 DETAIL

Status :

Unread

Record Date : 2/16/2016

First Name : Amanda

Last Name : King

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

Thank you.

NEC DEIS Comments - RECORD #2319 DETAIL

Status :

~~Review Completed~~

Record Date :

2/15/2016

First Name :

Connie

Last Name :

Kirk

Stakeholder Comments/Issues :

Please do not do anything that would hamper the work of Lyme Academy it has been an essential unique part of many artists. It would a pity to loose such a gem.

NEC DEIS Comments - RECORD #218 DETAIL

Status :

~~Action Completed~~

Record Date :

1/21/2016

First Name :

Brice

Last Name :

Kirkendall-Rodriguez

Stakeholder Comments/Issues :

The NEC is already best situated for a dominant rail solution. If coupled with a green source of power this would also do a lot for our carbon footprint. Considering the NEC already makes a disproportionately greater contribution to U.S. employment and GDP, it would be fool-hardy to risk compromising this economic engine. I support alternative 3!

NEC DEIS Comments - RECORD #1792 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Gavin
Last Name : Kirkpatrick
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 #2980 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Ray

Last Name : Kirmaier

Stakeholder Comments/Issues :

The cost / benefit analysis on a plan like this is terribly skewed. The cost (in dollars and lost environment) exceeds any perceived benefits by many Orders of Magnitude.

Please do not consider such a plan until public disclosure and vetting is transparently undertaken and completed.

NEC DEIS Comments - RECORD #916 DETAIL

Status : Action Completed
Record Date : 2/11/2016
First Name : Katy
Last Name : Klarnet
Stakeholder Comments/Issues :

You can consider this my comment. Only I wouldn't have been so polite:

"In the space of just a few short weeks, the residents of Old Lyme have become aware of a menace in their midst. Most unusually for these same residents, their response has been to a man (or woman) identical...

The 'menace' is Alternative 1 of the three high-speed railtrack routes proposed by the Federal Railroad Authority (FRA) in their Northeast Corridor (NEC) Future plan.

But let's backtrack for a second — why is the FRA proposing these new routes? Their objective is, "to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger rail service ... while promoting environmental sustainability and continued economic growth." Let's say right away that we are fully supportive of this objective...

Why has the reaction to Alternative 1 been so strong, so united, so passionate?

...Alternative 1 calls for the high speed rail track to cross the Connecticut River over a new bridge a little higher up the river than at present and then travel to the center of Old Lyme bisecting Lyme Street by eliminating both the western and eastern campuses of Lyme Academy College of Fine Arts before turning north and crossing I-95. The 1817 John Sill House, currently owned by the Academy and situated on its campus, would likely be acquired by the FRA by eminent domain and then demolished.

The impact of a high-speed railtrack through that sector of town would be totally devastating for our community, effectively destroying its very heart. The FRA itself states that the impact zone of the high-speed railtrack is 5,000 ft., or to put it another way, almost a mile.

This editorial could now run for pages to explain the full spectrum of impact to Old Lyme of this proposal.

We could discuss the horrific effects on our incredible local environment — one which has inspired artists for generations including some of the greatest impressionist painters in American history and one officially designated a "Last Great Place."

We could talk about the untold damage to the storied structures on Lyme Street and list the irreplaceable buildings that will either be completely destroyed or permanently scarred by this new train track construction, many of which are either National Historic Landmarks or on the National Historic Register.

We could mention that Lyme Street is the joyful, bustling hub of our little town — it has a unique personality and touches every aspect of our community life. It is home to our town hall, our public schools, our daycare, our youth services, our library, our churches, our village shops, our art college, our art association (the oldest in the country), and the Florence Griswold Museum (a national institution.) Can you even begin to imagine Lyme Street with a high speed railroad running across it?

And let's just consider for a minute what this proposal, if implemented, would achieve? Bearing in mind that you can already travel from London to Paris (286 miles) in 2 hours and 15 minutes, would we be able to hop on a train in Old Saybrook and be in Washington DC (334 miles) roughly two hours and 45 minutes later? No, the current travel time of six hours would be reduced by a grand total of 30 minutes to 5 hours and 30 minutes. Unbelievable."

As published in LymeLine.com on Feb. 11 by Olwen Logan.

Katy Klarnet

[Redacted]

Old Lyme, CT

Sent from my iPhone

NEC DEIS Comments - RECORD #237 DETAIL

Status :

~~Action Completed~~

Record Date :

1/22/2016

First Name :

Katy

Last Name :

Klarnet

Stakeholder Comments/Issues :

I am appalled at the way the "alternatives" for changing the Northeast Corridor route through Connecticut were all but SECRETLY rushed through the "public comment" process. I follow local planning and development news carefully and I saw NOTHING about public hearings, which were for obvious reasons very sparsely attended. In particular, I vehemently object to the plan I happen to know the most about as it runs RIGHT THROUGH THE tiny, HISTORIC village of Old Lyme, the sole, barely adequate, essential commercial resource for the mostly retired, fixed income inhabitants on the east side of the Connecticut River. This plan is absolutely unacceptable by every environmental, civic and demographic standard. SHAME ON YOU.

NEC DEIS Comments - RECORD #2284 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : d
Last Name : klein
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 #1013 DETAIL

Status : ~~Action Completed~~

Record Date : 2/12/2016

First Name : Pamela

Last Name : Klimas

Stakeholder Comments/Issues :

STOP. Leave this historic area alone NO need

NEC DEIS Comments - RECORD #553 DETAIL

Status : ~~Action Complete~~

Record Date : 2/4/2016

First Name : Jane

Last Name : Klimczak

Stakeholder Comments/Issues :

I THINK THE PLAN FOR A NEW RR TRACK COMING THRU THE HISTORICAL DISTRICT OF OLD LYME IS INSANE.

NEC DEIS Comments - RECORD #626 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Stephen

Last Name : Klinck

Stakeholder Comments/Issues :

Alternative 1 would devastate our community going right through the center of town.

NEC DEIS Comments - RECORD #765 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Edward Jonathan
Last Name : Klopp
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.

Really, don't allow this. Once development takes place the area is gone. You can't put a wildlife resource and refuge back if someone changes their mind later. I stand in opposition.

Sincerely,

Edward Jonathan Klopp

Sent from Mail for Windows 10

NEC DEIS Comments - RECORD #2006 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Gretchen

Last Name : Knauff

Stakeholder Comments/Issues :

Good Afternoon -

Attached please testimony comments related to NEC Future, Alternative 1. Please let us know if you have any questions.

Thank you,

Gretchen Knauff and Holly Thomen

Attachments : NEC FUTURE Testimony.pdf (692 kb)

228 Mile Creek Road

Old Lyme, Connecticut 06371

February 15, 2016

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

To Whom It May Concern:

Please accept this letter as our commentary/testimony regarding the NEC Future Study, Alternative 1. As residents of Old Lyme, Connecticut, we oppose the plan and request that the Federal Railroad Administration immediately take Alternative 1 out of consideration as a means to update the Northeast Corridor rail service.

We oppose Alternative 1 for several reasons. First, Alternative 1 does not take into consideration the historical impact on the Town of Old Lyme, a small New England town rich in history and culture. Old Lyme has been deliberately preserved for future generations who should have opportunities to see and learn about important historical figures and events. The Alternative 1 plan would create a new railway that would destroy the rich history and character of our community.

Second, Alternative 1 would have a devastating environmental impact on Old Lyme. The proposed path of the new railway would ruin marshes, rivers and wetlands that have been carefully preserved for future generations. While we believe in progress and understand the need for improvements in the northeast corridor, there is also an obligation to limit the environmental impact of such progress. Alternative 1 does not create a responsible environmental plan and should not be considered.

Third, the citizens in the towns affected by Alternative 1 were not given sufficient or reasonable notice about the existence of the NEC study and its affect on the communities in southeastern Connecticut. The Old Lyme First Selectwoman was not notified of the NEC Future Study, notice to the public was less than minimal, and there were no public hearings in the towns along the Alternative 1 sector that includes the Town of Old Lyme. The closest opportunity for comment was a hearing in Hartford, almost an hour away from our community. For these reasons alone, Alternative 1 cannot be considered a viable alternative and should be eliminated from consideration.

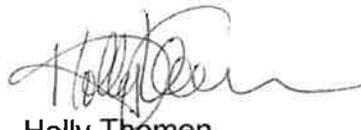
Have members of the Federal Railroad Administration visited Old Lyme and had a tour of the areas that would be impacted by Alternative 1? Have they met and learned the culture and history of the community? If not, we encourage them to visit our community to understand why Alternative 1 is ill conceived, irresponsible for the environment and robs the Old Lyme community of a history it has taken great care to preserve.

Thank you for this opportunity to voice our opposition to the NEC Future Study, Alternative 1.

Sincerely,



Gretchen Knauff



Holly Thomen

- c. Honorable Richard Blumenthal, United States Senate
- Honorable Christopher Murphy, United States Senate
- Honorable Joe Courtney, United States House of Representatives

NEC DEIS Comments - RECORD #2194 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Melissa

Last Name : Knight

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 #2042 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Randy

Last Name : Knight

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2667 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Wendy

Last Name :

Knight

Stakeholder Comments/Issues :

I oppose Alternative 1 of the NEC FUTURE Tier 1 Draft EIS

NEC DEIS Comments - RECORD #1938 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Kara

Last Name :

Knobelsdorff

Stakeholder Comments/Issues :

I found out that the possible route for the railroad would go right through the Lyme Academy of Fine Art campus. It would be very sad to lose such a unique and special school. I attended there in the late 80s and continue to take part in school activities. Please consider finding an alternate route that would not destroy such a great school.

Thank you.

NEC DEIS Comments - RECORD #1046 DETAIL

Status : ~~Action Completed~~
Record Date : 2/12/2016
First Name : Marissa
Last Name : Knodel, J.D./MEM
Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

I am writing this letter in opposition to Alternate 3 in your rail plan.

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,

--

Marissa Knodel, J.D./MEM
Climate Change Campaigner, Friends of the Earth
mknodel@[redacted]
MarissaK04@[redacted].com

NEC DEIS Comments - RECORD #1599 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Terrance A CIV
Last Name : Knowles
Stakeholder Comments/Issues :

Good Afternoon,

The USCG is a Cooperating Agency for the proposed High Speed Rail NEC project. The main USCG Bridge program concern is that proposed bridges don't become obstructions to navigation. In doing this the USCG approves the construction of bridges and specifically the navigable channel clearances beneath the proposed bridges, such as horizontal and vertical clearances at Mean High Water (MHW).

The applicant must identify, early in the process, the numbers and types of navigation by Public Notice and Navigation Study for each proposed bridge. Many bridges will not require a Bridge Permit due to the lack of navigation. Approvals and Bridge Permits will always consider the reasonable needs of navigation. If the waterway is tidal but only has small boats and no commerce it can be an Advance Approval not requiring a Bridge Permit.

Please address the proposed waterway crossings to include: Is it a new bridge; Use of existing bridge; Water depth; Vertical clearance at MHW; Horizontal clearance; Tidal or not; Waterway commerce; Number of vessels on waterway; Types and sizes of vessels; Is it just an up-graded rail; And potential impacts.

You can use this Coast Guard website for the Bridge Permit Application Guide and Navigation Study guidelines. http://www.uscg.mil/hq/cg5/cg551/BPAG_Page.asp I will retire soon, so I am copying new POCs at our office for their future reference. Hal Pitts is the Manager [REDACTED]

Thank You,

Terry Knowles
Environmental Protection Specialist

[REDACTED]
USCG 5th District Bridge Branch

[REDACTED]
Crawford Street

Portsmouth, VA 23704

NEC DEIS Comments - RECORD #1263 DETAIL

Status :

pending

Record Date :

2/14/2016

First Name :

Drew

Last Name :

Knowlton

Stakeholder Comments/Issues :

I would oppose Alternative 1 on all levels. The most important one being that it would completely destroy the character of the beautiful and historically notable town of Old Lyme, including The Historic District, The Lyme Art Academy, Lyme Art Association and The Florence Griswold Museum. Alternative 1 is also the most limited in scope, and it would be shortsighted not to extend in new and potentially further directions. i would vehemently oppose any plan that impacts the history of our New England Shoreline towns.

NEC DEIS Comments - RECORD #2682 DETAIL**Status :**

Action Completed

Record Date :

2/16/2016

First Name :

Eric and Julie

Last Name :

Koch

Stakeholder Comments/Issues :

Thank you for the opportunity to express our thoughts and concerns regarding the proposed Alt. #1 plan and its impact on the Town of Old Lyme and the surrounding areas.

The negative impact to Southeastern CT would be immeasurable. Old Lyme is a community with deep ties to history and the environment. The very nature of the town is reflected in the historic sites, and our close relationship with the environment. The historic value cannot be understated, and the environmental impact on the shoreline, wetlands, wildlife, and serene wooded areas would be devastating. Already Old Lyme bears the brunt of I-95. The pollution both environmental and noise has had a negative effect on many areas. People come to Old Lyme for the tranquility it offers those who otherwise lead hectic and fragmented lives. Here is a place to come to rewind, regroup, and renourish. The historic value of Old Lyme, with the Lyme Academy of Fine Arts, Florence Griswold Museum and many small businesses that line main street all contribute to the unique attraction to the Town of Old Lyme.

After looking at all 135 pages of your proposal, we believe Alt. #3 is the most practical, offering the most benefit to all. Greater service, less environmental impact, lower cost to rail service, not to mention avoiding the cost of repair and replacement to electrical rail service due to environmental damage from storms and salt from Long Island Sound.

While we support upgrades to our nation's passenger rail infrastructure, we cannot support Alt. #1 and sincerely hope that FRA will consider Alt. #3 as a viable solution. Thank you for the opportunity to express our thoughts, and we trust you will consider everyone's input on this very serious matter.

NEC DEIS Comments - RECORD #921 DETAIL

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

Dear Ms. Braegelmann,

I have been a life-long visitor of the Patuxent Wildlife Refuge and was most distressed (frankly incredulous) to learn that any of its land could be compromised in order to accommodate a rail line for the Northeast Corridor. This would be contrary to the provisions that have established the National Wildlife Refuge systems. Since Theodore Roosevelt's visionary decision to set aside Pelican Island in 1903 as the first National Wildlife Refuge, this country has been dedicated to protecting its national wildlife. This is a crucial mission since so many of our national and migratory species are constantly stressed as more land and resources are dedicated to human uses. There are insufficient wild lands left as it is and to consume this precious refuge land for the intended purpose is wrong. It may even violate the Migratory Bird Conservation Act of 1929.

We have plenty of methods by which to traverse the Northeast corridor (i.e. cars, buses, trains, airplanes). It is illogical to create another means of getting from point A to point B where that method of travel destroys woodlands where wood thrushes sing their melodic songs at dusk. It is truly immoral to take what little undisturbed places are left to our wildlife just so we can get to places quicker. As a nation that values our wildlife and the environment, we need to be better stewards. Allowing a rail line for the Northeast Corridor would be completely contrary to that value and the mission so appropriately embarked upon by Mr. Roosevelt more than a century ago.

Sincerely,

Claudia Koenig

[REDACTED]
2042 Larkspring Row

Ellicott City, Maryland 21042

NEC DEIS Comments - RECORD #954 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Gabriele

Last Name : Koenig

Stakeholder Comments/Issues :

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.

My husband and I live in Crofton Md and despite the fact that I am bothered by having to drive "the long way around," using the D.C. beltway to get to Rockville, Gaithersburg, etc., my annoyance is a pittance compared to preserving the habitat of that which is an *avowed act of stewardship.* The destruction of natural habitat in the state of Maryland over the past

20 years is a disgrace and a permanent loss. I experience a bittersweet moment when I look at the state's website and tourism documents. They always show the Northern Oriole, marshes, and other natural scenes. Ha! *What a farce*. What a sham. Nothing could be further from the truth, in fact.

Ms. Gabriele Koenig

[REDACTED]

Crofton MD 21114

NEC DEIS Comments - RECORD #109 DETAIL

Status :

[REDACTED]

Record Date :

1/6/2016

First Name :

Dan

Last Name :

Koestner

Stakeholder Comments/Issues :

If you build on precious natural resources you should replant the forests you take down AND build wildlife bridges for their travel

NEC DEIS Comments - RECORD #2853 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Cynthia

Last Name : Kohan

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I also oppose this plan as it will destroy one of the most scenic and historic towns in Connecticut.

NEC DEIS Comments - RECORD #1962 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Tim

Last Name : Kohan

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 #2718 DETAIL

Status : Unread
Record Date : 2/16/2016
First Name : Lynn
Last Name : Kohn
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,
L. Kohn

NEC DEIS Comments - RECORD #1343 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Nina

Last Name :

Koif

Stakeholder Comments/Issues :

No, no, no this is outrageous. To destroy a truly historic, cultural piece of Americana is beyond comprehension. There surely are less destructive solutions. Once you destroy history, it can never be recovered..

NEC DEIS Comments - RECORD #1319 DETAIL

Status : Unread
Record Date : 2/14/2016
First Name : Valerie
Last Name : Koif

Stakeholder Comments/Issues :

DO NOT CUT THROUGH OLD LYME, CT (Alt.#1). This is the HOME OF AMERICAN IMPRESSIONISM and is part of our NATIONAL HERITAGE in Art. A railway through the heart of this iconic small town would destroy the town as well as a national treasure.

NEC DEIS Comments - RECORD #1167 DETAIL

Status : [REDACTED]

Record Date : 2/13/2016

First Name : Stanley

Last Name : Kolber

Stakeholder Comments/Issues :

There is no doubt that the proposed Old Saybrook to Kenyon Bypass would destroy the Town of Old Lyme, its historical buildings and sites, and lay waste to the fragile ecosystem of riverine marshes and wetlands and their associated wildlife of the area. To what end? Given that the movable railroad bridges in Connecticut west of Old Saybrook will remain (improved, repaired or not), that the times of the opening of those bridges, as well as the Connecticut River Railroad Bridge (known to sailors as the Old Lyme Draw) for marine traffic are governed in the general and the specific (with significant variation) by the Department of Homeland Security under the authority of the United States Code (See 33 CFR Chapter 1, Part 117, Subparts A and B) and See Sections 117. 205, 207, 209, 217, 219, and 221 covering respectively the Connecticut, Housatonic, Mianus, Norwalk, Pequonnock, and Saugatuck crossings, there is no reason why the goals in improved railroad traffic of Alternative 1 sought in Connecticut could not be achieved by CFR Rule Making (plainly within DOT control) to adjust the seasonal times, advance notice and hours of bridge openings for the boat traffic on the Connecticut River. That approach could be only modestly, if at all, less advantageous for improved railroad traffic, which would be a small "price" to pay when compared to the certain devastation of an historic town, the lives of its residents, and its riverine ecosystem that would be wrought by the proposed Bypass.

NEC DEIS Comments - RECORD #2868 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Kip

Last Name : Kolesinskas

Stakeholder Comments/Issues :

To whom it may concern,

Attached please find my comments on the CT portion of the Northeast Corridor Future Plans.

Sincerely,

Kip Kolesinskas

Consulting Conservation Scientist

[REDACTED]
34 Elberta Rd

Manchester, CT 06042

Kip.Kolesinskas@[REDACTED]

[REDACTED]
603-878-0393

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

February 16, 2016

I would like to provide comments on the impacts of the Northeast Corridor Future Plans on Agricultural Resources in Connecticut. There are many potential positive benefits that could move us toward sustainability, and though, potential counterproductive impacts by destroying agricultural resources, disrupting emerging local food systems, and creating further sprawl development patterns. Alternatives 2 & 3 are potentially more destructive than Alternative 1.

I offer the following comments and concerns for your review:

1. It is not clear if only Prime Farmland soils currently in agricultural use were considered in the analysis or the larger subset of soils that includes Prime, Statewide Important, and Locally Important soils in land uses that include all other non developed lands. A more complete analysis and compliance with FPPA requires these other categories be considered, not just Prime Farmland soils.
2. The impacts on farm units (a farm is not just an agricultural field) and agricultural communities needs to be reviewed. Fragmentation by the rail of both individual farms and groups of farms can lead to difficulties in field operations, loss of agritourism potential, and disrupt the ingress and egress of products resulting in difficulties that then result in sale of the farms to non-farm uses.
3. It is difficult to truly understand the impacts on farms without displaying the routes on current imagery or land cover maps.
4. It is not clear where the routes are proposing to use existing right-of-ways, which should always be considered.
5. The impacts on farmland already protected by the State, municipalities and land trusts needs to be evaluated. These lands are critical to the agricultural land base.
6. Alternatives 2&3 have the potential to not only directly fragment and convert Prime, Statewide, and Locally Important soils, but may indirectly result in farmland loss from sprawl development patterns accelerated by the Station locations and improvements. There is a high potential for this to happen with the stops in Danbury, Waterbury, and Storrs. There are not currently the planning tools in place to ensure that there is appropriate transit oriented development near these stations instead of creating sprawl development in outlying towns. Many of the towns within ½ hr drive of these stations have significant agriculture that would receive additional development pressure, and subsequent loss of farmland soils.

Thank you for the opportunity to comment on these proposed routes.

Sincerely,

Kip Kolesinskas
Consulting Conservation Scientist
14 Elberta Rd
Manchester, CT 06042
kip.kolesinskas@

NEC DEIS Comments - RECORD #2679 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Micky

Last Name : Komara

Stakeholder Comments/Issues :

You have received extensive comments from Audubon Connecticut and the Connecticut Ornithological Association recommending Alternative 1 as the most environmentally respectful option.

I strongly second their well-informed voice and want to again express that if we keep nibbling at the edges of our environment, there will be nothing of worth left.

In the words of Pope Francis, "Let us protect Christ in our lives, so that we can protect others, protect creation...protecting all creation, the beauty of the created world, as the Book of Genesis tells us and as St. Francis of Assisi showed us. It means respecting each of God's creatures and respecting the environment in which we live."

Let's all begin to show respect. We are stewards, not owners, of this earth.

Please give preservation of the environment your utmost priority in the development of this project.

NEC DEIS Comments - RECORD #2317 DETAIL

Status : ~~Action Complete~~
Record Date : 2/15/2016
First Name : Kattie
Last Name : Konno-Leonffu

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I am an Alumni of the University of New Haven, but have also taken many college credited courses at the Lyme Academy College of Fine Arts while I worked as an animator and art director for many years. It would be a real shame to put such a fine arts educational institution in danger. The proposed Alternative 1 of the Northeast Corridor Futures proposal would put the students in danger and would also destroy the beautiful and peaceful setting in which they create their amazing artwork. The fine arts being created at the Lyme Academy College of Fine Arts is on par with the best art schools in big cities like New York City. I know, I am a graduate of Pratt Institute in NYC. Lyme Academy College of Fine Arts is a wonderful gem and asset not only to Old Lyme, but to all of Connecticut as well. Please look at other possible alternatives instead of putting this wonderful CT asset in jeopardy. Thank you.

NEC DEIS Comments - RECORD #1076 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Clayton G.

Last Name : Koonce

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 the state of Maryland and a lover and supporter of wildlife, I am voicing my opposition to the proposed rail plan that would carve out a portion of the Patuxent NWR and Research Center. I understand that the refuge would lose 60 acres, if the proposed rail connection passed through it. I would like to insert here that I recently retired from federal service and have the option to move back out of the state; however, I have resided here for most of the last 32 years, and I decided to remain where I am living currently -- in Columbia, Howard County, not far from the Patuxent Center and other sensitive wildlife refuges -- after enjoying the benefits of living in this area for so long. I would like to see this rail plan aborted in the interest of preserving the Patuxent and what remains of other open and green spaces. I have read over the Draft Environmental Impact Statement, and I see that other areas besides the Patuxent would be affected, both here in Maryland and elsewhere along the rail corridor. In addition to the wildlife areas, I see historic landmarks and similar sites on the list of places that would be affected adversely by the presence of a railway. Having visited and photographed the Patuxent area in particular several times and having appreciated the respite and calm which it offers, I would like to see it preserved intact with no intrusion by a railway or any other development. Please also consider that the refuge already deals with some impact from the nearby Tipton Airfield and the remnants of the artillery test range which occupied the area formerly. Let's not add a railway to that.

I thank you for reading and considering comments from myself and other citizens opposed to the rail plan.

Sincerely,

Clayton G. Koonce

1807 Vantage Point Road
Columbia, MD 21044

NEC DEIS Comments - RECORD #1580 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Last Name :

Imelda

Stakeholder Comments/Issues :

Please DO NOT destroy our little town by putting a rail line through the heart of Old Lyme.

To destroy the commercial and historic districts of our town for the rail line is unfair, unwise and unjust.

Imelda Koptonak

Old Lyme CT

NEC DEIS Comments - RECORD #1498 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Jacqueline

Last Name :

Koral

Stakeholder Comments/Issues :

Please do not build a new rail bridge between the existing rail bridge and the Baldwin Bridge, cutting through Old Lyme.

NEC DEIS Comments - RECORD #2351 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Jacqueline

Last Name :

Koral

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 #257 DETAIL

Status : Action Completed
Record Date : 1/24/2016
First Name : Renni and Richard
Last Name : Korsmeyer

Stakeholder Comments/Issues :

We are strongly opposed to Alternative 1, which routes the NEC straight through the historic heart of Old Lyme. In addition to the damage to sensitive environmental systems, this route would essentially destroy our town. Old Lyme is famous in the art world as the historic birthplace of American Impressionism, and the proposed route would impact or completely destroy three institutions that are significant to American culture, namely the Florence Griswold Museum, the Lyme Art Association, and the Lyme Academy of Fine Arts.

NEC DEIS Comments - RECORD #655 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Jim & Hedy

Last Name : Korst

Stakeholder Comments/Issues :

We have read about the proposal for adding a new railroad bridge between the existing rail bridge and the Baldwin Bridge (Alternative 1) through the town of Old Lyme. We are very much opposed to this plan. Old Lyme is a beautiful town with emphasis on historical architecture and a 4-year accredited Art Academy, as well as the nationally known Florence Griswold Museum, a National Landmark. This proposed plan would destroy the character of the town and the opportunities for tourism which is very important for the State of Connecticut. The citizens of Old Lyme stand united to oppose this plan.

James J. Korst, PhD, and Hedy Korst

Sent from my iPad

NEC DEIS Comments - RECORD #2221 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Jaroslav

Last Name : Kosmina

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 #2125 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Morgan
Last Name : Kotnik
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 #1662 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Stanley

Last Name : Koty

Stakeholder Comments/Issues :

I am against Alternative 1 because of the environmental effect new construction will cause along the Ct/RI shoreline.

I favor 2 or 3 because it will afford rail service to more, new populations while also not further crowding the Ct and RI shorelines which are already too crowded with roads and rails.

①

Star Jeger
Jan 2, 2016

Anche Kovame
35
30

economic growth and
vitality of the Northeast.

Federal Railroad
Administration
ONE Bowling Green,
Suite 429
New York NY 10004

The FRA has released the
Tier 1 Draft Environ-
mental Impact Statement
(EIS) which presents alter-
native visions for the future
of the NEC. The Tier 1
Draft EIS is available for
review online at

NEC
Future
Help us decide on the
best future
for the Northeast
Corridor Rail Line!

www.nec.future.com
and at public libraries along
the NEC.

NEC Future is the Federal
Railroad Administration's
(FRA) Comprehensive Plan
for future investments in
the Northeast Corridor NEC
The Rail Transportation
Spine from Washington DC
to Boston. The NEC is
critical to the continued

Comments may be sub-
mitted at www.nec.future.com
- emailed to
comment@nec.future.com
or sent to US DOT, Federal
Railroad Administration
ONE Bowling Green
Suite 429
New York NY 10004

or attend one of 11
public hearings to submit your

Comment in Person.
including The Newark,
NJ hearing

Newark, NJ

January 19, 2016

4:00 to 7:00 P.M.

Presentation ~~sat~~:

4:30 and 6:00 PM

NJ Transit, 1 Raymond Plaza
EAST, 9th floor.

US Department of

Transportation

Federal Railroad Administra-
tion.

②

Aware Kouame

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The next speaker is Ginny Kozlowski.

MS. KOZLOWSKI: Good evening. Thank you so much for coming to New Haven as part of this process. I want to thank everybody here who has made this process so thorough and open.

I'm Ginny Kozlowski with REX Development. We are the regional economic development organization that serves from New Haven to Milford to Madison to Meriden. We have 15 communities, and we have about 570,000 folks who live in these communities.

Nine of our communities do currently have rail service, and we're eagerly awaiting the completion of the New Haven-Hartford-Springfield line. I will submit written testimony as well, but we currently support option 1, Alternate 1, that would go along the coastal area.

Over the past three years, since we did our last update on our comprehensive economic development strategy, we've seen a significant increase in the shoreline east. Once the New Haven-Hartford-Springfield line is complete, our goal for this region is to have 1.6 million riders by 2030.

We see Amtrak being a key to achieving that goal, and as we go through the rest of the document and review the comments, we will submit final written testimony by January 30th.

So thank you again, and we're very excited.

MS. SIEGEL: Thank you.

NEC DEIS Comments - RECORD #2212 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Elizabeth

Last Name : KRALL

Stakeholder Comments/Issues :

The Lyme Art Academy is one of the few traditional and academic fine art institutions in the country. It serves college students as well as the community. Bisecting the campus will destroy it. There must be another way to add a rail system without destroying the school.

NEC DEIS Comments - RECORD #1440 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Phillip

Last Name : Krall

Stakeholder Comments/Issues :

I oppose any change to the route of the rail line. We should focus on improving the existing line. The future is likely to bring a decline in physical travel and more efficient use of the roads.

NEC DEIS Comments - RECORD #2774 DETAIL

Status : ~~Action Completed~~

Record Date : 2/16/2016

First Name : Michele

Last Name : Kramer

Stakeholder Comments/Issues :

When I learned about the Rail proposal on WTNH I thought it was a joke! Milford, dating back to 1639, is unique in that its harbor meets its colonial town - and two historic districts are within walking distance. Apart from the environmental nightmare, the harm done to our local historic districts would be catastrophic. It is bad enough that we have to fight local developers, but this is just absurd. As President of the Milford Preservation Trust I object to the very idea! No thank you!

NEC DEIS Comments - RECORD #980 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Ellie

Last Name : Krasney

Stakeholder Comments/Issues :

NEC Staff:

Please note that I am voicing my opposition to Alternative #1 for the current rail upgrade proposal.

Although Old Lyme, Connecticut may be a small village community along the Northeast Corridor, my town serves a vital role in the cultural history of the region. To sacrifice our arts and historical buildings, drive through the heart of the educational area of our city, and destroy the wetland habitat is appalling.

Please consider placing your efforts in upgrading existing rail pathways.

Most sincerely,

Ethel "Ellie" Krasney

[Redacted Address]

Old Lyme, Connecticut 06371

NEC DEIS Comments - RECORD #2410 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

sean

Last Name :

kratzert

Stakeholder Comments/Issues :

Please don't go through with this!

NEC DEIS Comments - RECORD #2694 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Michael

Last Name : Krauss

Stakeholder Comments/Issues :

The plans to improve rail service are a total and complete disgrace. I am a proponent of rail service improvement where and when it's sensible and well considered. Is improvement needed? Perhaps. Is it imperative to disregard the care that we have for history, existing historic locations and the use of Long Island Sound been carefully and reasonably been researched by "experts" and environmentalists? I haven't heard that that has happened. Until complete information regarding ALL pros and cons, I cannot support this until ALL bases are researched and that research is made public.

The next speaker is Jeff Kessler.

MR. KESSLER: I might make some people feel a little old today, so apologies in advance.

(Laughter.)

THE MODERATOR: Thank you for the warning.

MR. KESSLER: Good afternoon. My name is Jeff Kessler. I'm the Executive Chairman of the SEPTA Youth Advisory Council. Our job is to represent anyone between the ages of 14 and 22 in the Greater Philadelphia Region, and we sort of serve as the people connecting SEPTA leadership with the Greater Philadelphia youth community.

What I want to focus on today is not so much content based but more so process based with the development of the EIS report.

Predominantly because one of the things that in our discussions internally we have developed many suggestions for improving the future of the Northeast Corridor relates to the process by which this development is moving forward, mainly with regard to the commissioners.

And what I'd like to focus on today is the fact that the core demographic that will be ultimately using the Northeast Corridor when all of this comes to fruition is the youth community. And yet all of the commissioners, by the time 2040 rolls around, will be eligible for Social Security, provided it's not insolvent.

And so one of the things that we'd like to focus on is making sure that the youth community of individuals under the age of 25, particularly those, even the teenagers, being — are being brought in to discuss things because we can all agree on the need for improving capacity and service throughout the system.

But some of the things that we as users would like to see and making sure that the things that the youth community have — or not have but would like to see implemented are, indeed, implemented is one of the utmost concerns of the community in our discussions as a group.

But beyond that, speaking now personally more so than in my role in the SEPTA YAC, one of the concerns that I personally have is by having established the three potential alternatives that some of the things that may be deemed infeasible in the Transform Alternative, such as building a tunnel under South Philadelphia to the Market East Station in Center City, Philadelphia, will ultimately render the entire alternative being removed from consideration.

Whereas, there are portions of the Transform Alternative that definitely should be considered and given additional weight beyond those already included in the Alternative 2 measure.

One of the other concerns that I wanted to bring up is should there be parallel corridors?

The consideration needs to be given for bridging the gap, if you will, between parallel

stations and making sure the connectivity between two stations within a locality, so be it even the two Philadelphia stations or two commuter stations in Maryland, for example, making sure that access between the two stations is enhanced via either — ideally with walkable access, bike lanes, but even, if need be, if the distance is great enough, bus and shuttle service, making sure that the access between the two stations is there.

So just to kind of summarize, we're really looking to see the youth community much more involved in this planning process and having some sort of a stakeholder role, even be it a nonvoting membership commission, ideally.

But beyond that, just making sure that the concerns for the people who will be the end users of the system are ultimately being given the utmost importance today in the planning process.

Thank you.

THE MODERATOR: Thank you, Jeff. That was very, very interesting. Good points.

NEC DEIS Comments - RECORD #1009 DETAIL

Status : Action Completed
Record Date : 2/12/2016
First Name : Noreen
Last Name : Krispin
Stakeholder Comments/Issues :

Dear Ms. Braegelman,

This is a letter regarding the possible construction of a Rail line through the Patuxent Wildlife Center; Tier 1 Draft Environmental Impact & Section 4f Assessment for NEC future.

This is disturbing news to hear that another beautiful & vital wild place in our country is being considered for development. The Patuxent Wildlife Refuge is a vital organ in the body of the natural world. We can not continue to tear up the habitat of the songbirds, insects, & other wildlife & expect to have a better environment for ourselves & our descendants. Besides the living beings that will be destroyed, the flora will be too. There will be no flowers, grasses & minute organisms that are needed for life to thrive. You have an obligation to stop this destruction of an established Wildlife Habitat & learning center. As a member of the public who values our smallest creatures & also knows the importance of public transportation, I beg you to cancel this proposal & leave the open space & woodland alone. We need to leave our natural areas alone. We do not have to be invading every inch of the natural world.

I am not an eloquent person but I want you to know that I am completely opposed to this project in the proposed location. I am strongly urging you to let those who are interested in destruction of habitat that there are many more people than myself who want the Patuxent Wildlife Refuge left in peace.

Please do not let this Rail line destroy life in the Patuxent Wildlife Refuge.

Thank you for reading about my concern.

Sincerely,

Noreen K. Krispin

316 Monterey Ave

Odenton, MD 21113

NEC DEIS Comments - RECORD #886 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Constance

Last Name : Kristofik

Stakeholder Comments/Issues :

Please add me to mailing list so my organization can stay abreast of topic and comment if desired.

NEC DEIS Comments - RECORD #272 DETAIL

Status : ██████████
Record Date : 1/25/2016
First Name : Charles
Last Name : Krueger
Stakeholder Comments/Issues :

Dear Sirs and Mesdames of the FRA:

In order to increase train speeds on the NEC north of 30th St Station toward Trenton through a bypass of the tight curve at Frankford, Philadelphia, it will be necessary to tunnel beneath Erie and Torresdale Avenues in Philadelphia. The Amtrak mainline tracks west of Frankford will thence be tracks # 3 and 4. (Currently, they are tracks #2 and 3, i.e., the middle two tracks of 4.)

In order to increase through capacity in this area, it would be useful to reduce SEPTA Regional Rail trains on these lines and avoid the northeast approach to 30th St Station via Zoo Interlocking. This can be done through several projects that increase the value of the Frankford tunnel/bypass:

1. The SEPTA Chestnut Hill West line can be moved onto the SEPTA Main Line via a newly-constructed crossover at Swampoodle, Philadelphia. (See: <http://philadelphia2050.blogspot.com/2012/05/swampoodle-connection.html?m=1>)
2. The SEPTA Trenton local trains can also be transferred to the SEPTA mainline via a new tunnel from Amtrak tracks #1 and 2 east of the Frankford bypass junction in North Philadelphia to North Broad Street station.
3. The latter could share a tunnel with a new spur of the SEPTA Broad Street Line (subway) to Northeast Philadelphia, an area of the city underserved by public transport. (See: <https://www.google.com/maps/d/edit?hl=en&authuser=0&mid=z3RZWQp5rDk0.knOL50iCya5U>)

I believe SEPTA is a reliable partner in these projects, all of which would yield above average returns on investment.

I would welcome further discussion on this aspect of the NEC Future project.

Best regards,

Charles Krueger
Philadelphia PA

NEC DEIS Comments - RECORD #2059 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Ashley

Last Name : Kuhn

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 #1529 DETAIL

Status :

Record Date :

2/14/2016

First Name :

lenore

Last Name :

kuhn

Stakeholder Comments/Issues :

I would not like to see the high speed rail project take place. I rent a beach house in old lyme yearly and love the town just the way it is. not necessary to have it. we have Amtrak already

NEC DEIS Comments - RECORD #203 DETAIL

Status : Pending

Record Date : 1/20/2016

First Name : Keith

Last Name : Kulper

Stakeholder Comments/Issues :

Like many residents of Northern NJ who travel regularly to Boston or Washington there is a very pressing need to move ahead with the upgrade of the NEC. Thanks for the thoughtful work you are doing on behalf of both residents, business people and tourists who will be active riders.

NEC DEIS Comments - RECORD #2204 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Carole

Last Name : Kunstadt

Stakeholder Comments/Issues :

The significant enrichment to the history, arts and culture of CT. is at risk! I oppose Alternative 1 of 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 community of Lyme is shallow and empty without institutions such as this one which brings an extended population to the town as well as being a direct connection to its wonderful past.

NEC DEIS Comments - RECORD #630 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Peter

Last Name : Kurimay

Stakeholder Comments/Issues :

I am all for Alternative 3. The benefits will be enormous for Hartford and central Connecticut. Travel to both Boston and NYC would be greatly enhanced. Even if we can't get the LI Sound tunnel we should go ahead with the rest of this plan.

NEC DEIS Comments - RECORD #630 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Peter

Last Name : Kurimay

Stakeholder Comments/Issues :

I am all for Alternative 3. The benefits will be enormous for Hartford and central Connecticut. Travel to both Boston and NYC would be greatly enhanced. Even if we can't get the LI Sound tunnel we should go ahead with the rest of this plan.

NEC DEIS Comments - RECORD #2946 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Donna
Last Name : Kurpaska

Stakeholder Comments/Issues :

My family has lived on Old Lyme since 1965. This plan would destroy the very definition of Old Lyme. We have a small commercial area and historic downtown district. They would be decimated. Not to mention the impact on sensitive ecological areas. We treasure the feeling and quiet of this town. I believe every resident will physically block this project if it even resembles its current path.

NEC DEIS Comments - RECORD #527 DETAIL

Status : Action Completed
Record Date : 2/3/2016
First Name : Amy
Last Name : Kurtz Lansing
Stakeholder Comments/Issues :

The proposed new rail section between Old Saybrook, CT, and Rhode Island would have a devastating effect on the town of Old Lyme, CT, whose Historic District would be largely obliterated by the new construction. This area is on the National Register of Historic Places, and the adjacent Florence Griswold Museum is a National Historic Landmark. It is hard to comprehend that in the aftermath of the devastating effect on our historic fabric wrought by the construction of interstates in the 1960s, that we seem to have learned nothing and find ourselves back in the same position today. Old Lyme is a small, historic town that attracted artists to form an art colony there at the turn of the twentieth century. What a blow to that legacy to construct a huge railroad bridge and set of tracks that would necessitate the tearing down of the historic buildings that attracted the artists. Much of the town's economic vitality as a tourist attraction depends on this historic connection. And the impact on the Lower Connecticut River estuary will be devastating as well. Please reject this proposed scenario and spare the Town of Old Lyme from the brutal effects of this plan.