



Comment Summary Report Appendix Part 4: Q-Z

July 2016



**U.S. Department
of Transportation**

**Federal Railroad
Administration**

COMMENT SUMMARY REPORT APPENDIX:

Comments Submitted on the Tier 1 Draft EIS

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

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

NEC DEIS Comments - RECORD #2539 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Sara

Last Name : Qua

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. These changes will also have a strong negative impact on this community's economic sustainability. Other alternatives must be considered.

NEC DEIS Comments - RECORD #2467 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Ronald
Last Name : Quagliani
Stakeholder Comments/Issues :

I am opposed to Alternative 1 as this will be a travesty to the fabric and feel of this small community.

12-15-15 NEC-NY

The first sign-up speaker is Richard Qualtieri.

Richard, are you ready to speak?

(No response.)

THE MODERATOR: You don't want to speak? You're going to pass?

MR. QUALTIERI: Well, I'll talk --

THE MODERATOR: Do you want to do a comment? No one else is signed up so --

(Laughter.)

THE MODERATOR: You don't have to. I'm not going to -- you can change your mind.

NEC DEIS Comments - RECORD #1125 DETAIL

Status : Pending

Record Date : 2/12/2016

First Name : james

Last Name : quarto

Stakeholder Comments/Issues :

I do not think that proposed rail service should impact any town or community in any way against the wishes of that community.

NEC DEIS Comments - RECORD #2644 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Sam

Last Name : Quigley

Stakeholder Comments/Issues :

As a resident of Lyme, CT, I am writing to voice my opposition to Alternative #1. Implementing this plan would devastate prime ecosystems and the town of Old Lyme. Besides being irreplaceable in the abstract, the people of this community have shown long term commitment to preservation of nature and the environment over generations and we will not be willing to allow this development to proceed without stiff and protracted legal opposition. Preservation of natural habitat along the NE corridor is of essential importance in our view and we urgently advise the Administration to invest in Alternative #2

NEC DEIS Comments - RECORD #2526 DETAIL

Status :

████████████████████

Record Date :

2/16/2016

First Name :

Justina

Last Name :

Quinn

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #315 DETAIL

Status :

Action Completed

Record Date :

1/27/2016

First Name :

Kevin

Last Name :

Quinn

Stakeholder Comments/Issues :

I recently was informed of proposed plans to run a high speed train through Garden City, called Alternative 3. As a resident of that community, my first reaction is that such a plan would be devastating for our village. I had not heard of such a plan until this morning. Apparently the public notice and comment on this proposal has been limited.

Please email me the information I need to study these proposals and make an informed decision about whether I should support such a plan.

Thank you

Kevin Quinn

--

Kevin P Quinn

NEC DEIS Comments - RECORD #2759 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Ryan

Last Name :

Quinn

Stakeholder Comments/Issues :

The alternative 1 through old lyme is terribly damaging to both the estuarial marshes of the region and the downtown of old lyme there needs to be a different route.

NEC DEIS Comments - RECORD #2528 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Tony

Last Name :

Quinn

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2081 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Barbara

Last Name :

Rabus

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #65 DETAIL

Status : Pending
Record Date : 12/10/2015
First Name : David
Last Name : Raday
Stakeholder Comments/Issues :

The plan consists of a comprehensive effort to define, evaluate, and prioritize the continuous investments in the Northeast Corridor (NEC) from Washington, D.C., to Boston. The NEC is the core rail transportation line for the Northeast. The span of the new electric railroad will include a geographic area, stretching over 457 miles south to north and covering over 50,000 square miles. The railway currently stretches 150-feet in width including tracks, ballast, signals, exc. They want to double the size of the railway to 300 feet wide with additional platforms and stations extending as much as 2,000 feet wide. This project is just one phase of many Tiers to come but it is an extensive expansion project in order to make transportation more accessible to those living within these areas.

I am qualified to be able to comment on this issue because I understand the issues associated with expansion projects like this and affect it leaves on our environment. While researching this project I can use the knowledge I have gained both in my own research as well as in class research. The concepts retained in my Issues in Conservation Biology class have given me a much greater perspective as to how the environment is potentially altered do to high levels of pollutants in the air. With that being said, after reviewing your Environmental Impact Statement I am for this expansion.

Although this project is a huge expansion project in the sense that it will potentially degrade the land in a way that will impact the surrounding ecosystem. It seems that it will improve the atmospheric pollutants already being produced. The Tier 1 Draft Environmental Impact Statement states, "The FRA's modeling predicts a decrease in regional pollutant burdens from roadways due to the expected decrease in roadway VMT (autos) and an increase in regional pollutant burdens from power sources (diesel fuel and electric) because of increased train service under the Action Alternatives." Looking at the amount of traffic and emissions being produced on the surrounding highways, by implementing these railroad systems we could decrease the emissions by a huge amount. Your Impact statement goes into detail as to how much emissions and pollutants will be eliminated due to this railroad change. The extent of the decrease is incredible. Your claim is that it will decrease up to 25% of all the pollutants being produced by automobiles and diesel trains. Not only will this help eliminate the current emissions being produced but it will also increase the regions renewable energy by an average of 20%. This will not only help the current state of the region but will also encourage other regions to implement this same procedure. Although there aren't many regions with as much traffic due to the extensive population, the impact would still be the great.

The biggest problem with the project is the loss of aesthetic and natural landscape. We want to be able to maintain the natural appearance of the land the railroad is cutting through. The other problem with the project is the sound going through suburbs causing home owners to become distraught. If the noise and vibration doesn't scare the wildlife away then the construction and the railway itself will threaten the already threaten species in the area. The Tier 1 Draft Environmental Impact Statement states, "Twenty-four (24) federally listed T&E species and their habitats potentially exist within the Affected Environment/Representative Routes of the Action Alternatives (Table 7.6-3). Species types include plants, fish, reptiles, mammals, birds, and insects." There has to be awareness when there are potentially 24 endangered species. I understand that there will always be species threatened by either construction, population, exc., however I feel like the positives outweigh the negatives.

Overall, I love this idea. I know that Denver is beginning to implement a lot of transportation alternatives to driving individually. I think that it has proven itself as useful in many states and it clearly benefits our environment by eliminating many of the drivers on the roads today. We need to do better, as a nation, at encouraging those who drive alone on a daily basis to begin using these alternative transportation opportunities.

NEC DEIS Comments - RECORD #1621 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : George
Last Name : Radcliffe

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 member of the Maryland Ornithological Society, I am writing this letter in opposition to Alternate 3 in your rail plan.

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

The Patuxent Research Refuge was established in 1936 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

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

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

Sincerely,

George Radcliffe, Youth Coordinator

Maryland Ornithological Society

--

George M. Radcliffe
1663 Hudson Rd.
Cambridge, MD 21613
410-228-7670

NEC DEIS Comments - RECORD #1049 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : Bill

Last Name : Neale

Stakeholder Comments/Issues :

Please see attached.

Best Regards,

Bill NEALE - VP - Phone: (001) 203-776-2813 ext 136 -Direct Line

203-401-3276 - VOIP 682-136

Cell: (001) 860-391-3683

Radiall New Haven

104 John W. Murphy Drive

New Haven, CT 06513

Attachments : Comment Letter on NEC Future 2-12-16.pdf (196 kb)

February 12, 2016

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

NEC Future
US Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

On behalf of Radiall USA, thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

Radiall USA is part of a global corporation based in France. We are representative of many international corporations that make the New Haven area a North America home. The East Coast of the United States provides work day overlap and shorter flights to headquarters. Europeans find the area more amenable than other regions. Transportation is important and we are currently not equal to Europe. New Haven needs better public transportation linking it to New York, Boston and the rest of the world.

The DEIS presents a series of alternatives for consideration. Because the DEIS looks broadly over the entire system, no single alternative truly captures the essence of our community's core objectives, namely dramatically improved commuter travel time to New York City together with improved travel time and more frequent service to Washington and Boston. In fact, some of the alternatives presented still present new alignments which bypass New Haven and/or the entire coastal corridor of Connecticut. These bypass routes do not support the knowledge-based and innovative economies of southern Connecticut, nor do they merit further consideration by the FRA based on the technical analysis presented in the DEIS.

I call your attention to the significant environmental impacts associated with the Alternative 3 route through central Connecticut, which is anticipated to affect over 42,000 acres of developed land and another 30,000 acres of undeveloped land (Page 7.2-5). Such a pronounced change in development in largely rural portions of Connecticut is inconsistent with the State of Connecticut's Conservation and Development Policies, which calls for the State to "conserve and restore the natural environment, cultural and historical resources and traditional rural lands." Our State, furthermore, places a high emphasis on its existing urban centers, with focused reinvestment in center cities, inner ring suburbs and transit-rich environments.

Rather, I urge you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs. Many of New Haven's neighborhoods are economically distressed. From an environmental justice perspective, it is equally important to support these communities and not circumvent them through bypass alignments.

In closing, let me again express strong support for the DEIS process and future improvements to the Northeast Corridor. I encourage you to issue a final EIS that recommends (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route; (2) improved travel time and more frequent service to and from Washington and Boston on the



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Radiall USA, Inc., 104 John W. Murphy Drive, New Haven, Connecticut 06513 TEL +1 203-776-2813 FAX +1 203-776-8294

coastal route, Hartford-Springfield route and, if feasible, a Long Island tunnel; and (3) a final decision to not move forward with the Central Connecticut alignment.

Thank you for your time and attention to this matter.

Sincerely Yours,

William W. Neale
Vice President of Operations

NEC DEIS Comments - RECORD #1952 DETAIL

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

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1522 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Paul

Last Name :

Raff

Stakeholder Comments/Issues :

I am opposed to Alternate 1 which will ruin the beautiful fine arts campus, nature conservation areas, and the historic sites of Old Lyme. I am an avid train commuter so I appreciate the necessity to have a comprehensive rail system, but please find an alternative route for this proposal. Thank you!

NEC DEIS Comments - RECORD #1523 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Paul

Last Name :

Raff

Stakeholder Comments/Issues :

I am opposed to Alternate 1 which will ruin the beautiful fine arts campus, nature conservation areas, and the historic sites of Old Lyme. I am an avid train commuter so I appreciate the necessity to have a comprehensive rail system, but please find an alternative route for this proposal. Thank you!

NEC DEIS Comments - RECORD #1524 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Paul

Last Name :

Raff

Stakeholder Comments/Issues :

I am opposed to Alternate 1 which will ruin the beautiful fine arts campus, nature conservation areas, and the historic sites of Old Lyme. I am an avid train commuter so I appreciate the necessity to have a comprehensive rail system, but please find an alternative route for this proposal. Thank you!

NEC DEIS Comments - RECORD #2264 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Barbara

Last Name : Raffile

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1665 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

John

Last Name :

Ragsdale

Stakeholder Comments/Issues :

Alternative # 1 should be removed from consideration. The destruction of historic towns like Old Lyme is very shortsighted, and the environmental impact to the Ct. River watershed is unforgivable.

NEC DEIS Comments - RECORD #884 DETAIL

Status :

Review Completed

Record Date :

2/11/2016

First Name :

Saddia

Last Name :

Rahaman

Stakeholder Comments/Issues :

I think that such a charming town as Lyme should be spared the unnecessary noise that a high speed train will create. People move to the area to enjoy quiet contentment and therefore- this will directly affect real estate sales in Lyme

NEC DEIS Comments - RECORD #428 DETAIL

Status : [REDACTED]

Record Date : 1/31/2016

First Name : Susan

Last Name : Raible Birth

Stakeholder Comments/Issues :

Please do not allow the rail system plan to cut through Old Lyme. We are a historic town that birthed American Impressionism and we have an accredited Art Academy now to continue that heritage. Your actions will forever change the face of Old Lyme. We are too fragile an environment to support your plan without destruction. Please consider another alternative like New London or even Waterford that thrives on Commercial Business. We don't, and are a Historic Village with marsh and Wildlife to protect. Don't do it! Thank you

NEC DEIS Comments - RECORD #690 DETAIL

Status :

Record Date : 2/10/2016

First Name : Jasmine

Last Name : Rajbhandary

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland, a lover of our state's few remaining wild places
and as a former employee at the Patuxent Wildlife Research Center 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,

Jasmine Rajbhandary

--

*Jasmine Rajbhandary, MSc *

[Redacted] Sustainable Development & Conservation Biology

[Redacted] University of Maryland - College Park

jrajbhandary@[Redacted]@gmail.com

NEC DEIS Comments - RECORD #2576 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Karen

Last Name :

Ralph

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #3028 DETAIL**Status :**

Action Completed

Record Date :

2/16/2016

First Name :

Sherri

Last Name :

Ramella

Stakeholder Comments/Issues :

As a member of the Lyme-Old Lyme community, I strongly oppose the FRA Alternative 1 rail track plan that will dissect the heart of the Town of Old Lyme, CT. This proposed track would not simply be going through part of a town, it would be cutting through the central hub of a small but very vibrant community, damaging the environment and destroying the historic nature of this town. Lyme Street, which the proposed track would dissect, is the heart of this small town where three schools are located along with the town hall, town library, art academy, art association, youth services bureau, and many small businesses owned by local citizens. The towns of Lyme and Old Lyme come together on this one street as one community to share schools, athletics, a Memorial Day parade, a decades long tradition trick-or-treating event, annual youth art shows, musical concerts, an outdoor market, and countless other community events. A high speed track cutting in half the street that brings a community together would serve only to damage the very fabric of that community. The impact on nature, community, property values, historic buildings, and the very essence of what makes this small town so special would be detrimental. Please abandon Alternative 1.

NEC DEIS Comments - RECORD #2182 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Debra

Last Name :

Ramsay

Stakeholder Comments/Issues :

I vehemently oppose Alternative 1 of the Northeast Corridor Futures proposal

NEC DEIS Comments - RECORD #165 DETAIL

Status :

[REDACTED]

Record Date :

1/13/2016

First Name :

Roy

Last Name :

Randall

Stakeholder Comments/Issues :

I think they should also add trains going north/south throughout Long Island along the 110 corridor along William Floyd to the beaches on north and south shores

NEC DEIS Comments - RECORD #2842 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Alexander

Last Name :

Rane

Stakeholder Comments/Issues :

I attended School at Lyme Academy College of Fine arts. Don't destroy the school.

NEC DEIS Comments - RECORD #897 DETAIL

Status : ██████████

Record Date : 2/11/2016

First Name : J.

Last Name : Ranelli

Stakeholder Comments/Issues :

the plan that would put a new section of rail through the town of old lyme seems ill-considered in terms of its impact on the quality of life and its lack of promise as a solution to the area's, indeed the state's public transportation problems...these failings seem self-evident from a look at the map, (which shows a lack of regard for a cultural and civic history that might, if it came in a plain brown wrapper instead of an official document, be seen as vandalism)...the loss of light rail, now too far gone to be a memory for most area residents, was an aspect of the auto and oil lobby's initiative to take post-war america off trollys and busses and put it behind the wheel which is where we sit, in extreme discomfort, groping for answers to the tangle of traffic on the highways that will only become worse as vehicle technology becomes more sophisticated (i-95 will still be a race track now and a parking lot then when everyone has a robotic tesla)...better the time, energy and considerable resources be put into simply upgrading the present amtrak right of way and track (really fixing it for safe, high-speed travel) and, AND, maybe less simply, putting light rail back in play, from border to border, in the medians of our highways...

heavy lifting to be sure, but it will create a dedicated facility that can be up graded as technology moves us along, say, from electricity to compressed air to magnetic force, whatever...how about a test stretch, on 395, say from new london to the casinos, (fixing the i-95 death trap in east lyme along the way), then, once it's right, up the rest of 395 and full-stream onto 95 beginning with fairfield county?
...then 84, 9/91...

NEC DEIS Comments - RECORD #287 DETAIL

Status : [REDACTED]

Record Date : 1/26/2016

First Name : J

Last Name : Ranelli

Stakeholder Comments/Issues :

maps are way too large scale for close up critical viewing, any chance of something smaller so we can click smaller areas, say 1:100,000 ?

jr

nurrevir@[REDACTED]

NEC DEIS Comments - RECORD #1612 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

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

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

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The Patuxent Research Refuge was established in 1937 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,

Jim Rapp

[REDACTED]
[REDACTED] Weldon Avenue

Baltimore, MD 21211

dlitedirector@[REDACTED]comcast.net

[REDACTED]
[REDACTED] 410-514-0226

NEC DEIS Comments - RECORD #2651 DETAIL

Status :

████████████████████

Record Date :

2/16/2016

First Name :

George

Last Name :

Rapport

Stakeholder Comments/Issues :

Your proposal to drive a highspeed train line through the heart of one of Connecticut's most attractive towns and through a section of the town which includes the Florence Griswold Museum, a National Historic Landmark and a nationally known museum renowned for its collection of American art, is a travesty. You also compound this by putting the new line alongside I95. I95 passes within a quarter-mile of the museum and even closer to the Lyme Academy College of Fine Arts. There must be other alternative routes that you should consider before embarking on an plan which seems to have come from Attila the Hun.

NEC DEIS Comments - RECORD #2889 DETAIL

Status :

Public Comment

Record Date :

2/16/2016

First Name :

Jane H.

Last Name :

Rapport

Stakeholder Comments/Issues :

Thank you for giving all of us the opportunity to comment on your proposal, even if it is late in the game. Alternative 1 should not be allowed to happen: the thought of new railroad track cutting through Old Lyme, one of the most beautiful towns on the shoreline -- and through its Historic District and near the Florence Griswold Museum and the Lieutenant River, is horrific. Did anyone from the FRA actually take a look at the proposed site? Hard to believe. Please, please rethink this proposal!

NEC DEIS Comments - RECORD #2187 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Mark

Last Name :

Rapuano

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 #1040 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : Sylvia

Last Name : Rasie

Stakeholder Comments/Issues :

I want rail. And something has to give

However whoever did the planning knows zero about our State. Certainly you don't have to destroy an entire town to do this.

NEC DEIS Comments - RECORD #1836 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

John

Last Name :

Raslavsky III

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1688 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Julia

Last Name : Rathkey

Stakeholder Comments/Issues :

I strongly oppose this proposal to put a rail line through the heart of Old Lyme village. Our community is steeped in history - we are the birthplace of American Impressionism - and a rail line through the center of town would have devastating consequences to our community and our historic district would be ruined. Please consider an alternative to this plan. Thank you.

NEC DEIS Comments - RECORD #859 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : David

Last Name : Rau

Stakeholder Comments/Issues :

I attended the press conference at the Florence Griswold Museum in Old Lyme (where I work at the Director of Education & Outreach) and was impressed by the information from town members and concerned citizens who addressed how the proposed plan would devastate the very special place that is Old Lyme. Visitors from all over the country (and world) come to visit the Florence Griswold Museum and often remark what a "magical" and "charmed" place the village is. These kinds of places are few and far between. We strive to maintain the specialness of the town for those seeking a genuine New England experience and a visit to a place steeped in natural beauty and a respect for the past. To put in a rail system that obliterates this would impact generations of visitors as well as those who call this corner of world "home." I do hope those in charge will seek less damaging plans to move this program forward.

NEC DEIS Comments - RECORD #103 DETAIL

Status : ██████████

Record Date : 1/6/2016

First Name : Janani

Last Name : Ravi

Stakeholder Comments/Issues :

Not just students but also postdocs (postdoctoral researchers and related positions) in universities should be allowed to avail the student discount since the salary bracket is only marginally higher than that of a student.

NEC DEIS Comments - RECORD #805 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

Barbara

Last Name :

Rayel

Stakeholder Comments/Issues :

As a 40 year resident of Old Lyme I ask you to consider the negative impact on our town if Alternative One were put in effect. Please dismiss this option.

NEC DEIS Comments - RECORD #2610 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Roslyn

Last Name : Reaback

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #857 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Judith

Last Name : Read

Stakeholder Comments/Issues :

Please do not expand the Train through the center of Old Lyme. We are a very small town with a small town center. You will be eliminating our commercial district, fire department, college and historic district. You will be decimating our town. Please find a route around our community center.

NEC DEIS Comments - RECORD #2958 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Anne
Last Name : Reardon

Stakeholder Comments/Issues :

I am horrified by the idea that your brilliant designers intend to decimate the town of Old Lyme, CT. I strongly object and hope that you will can that part of your plans for the rail system. Old Lyme is a beautiful center of culture, history and art in this area, and none of the changes that you plant to implement are worth touching any part of Old Lyme.

NEC DEIS Comments - RECORD #2960 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Barbara

Last Name :

Reardon

Stakeholder Comments/Issues :

I live along the Connecticut shoreline, and my family uses the train system often. However, I strongly object to your plans to destroy Old Lyme, Connecticut for your purposes.

Old Lyme is a a very important part of our local cultural heritage, and also a vital part of the Connecticut River and Long Island Sound ecosystem. The rail changes that you have proposed would wreck centuries of contributions that local individuals have made toward improving these aspects of Connecticut life.

Reconsider your plans for the rail system, and stop the changes that you have proposed for Old Lyme, Connecticut.

NEC DEIS Comments - RECORD #1290 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Cristina

Last Name : Reardon

Stakeholder Comments/Issues :

Old Lyme is one of the last untouched, old world havens for historians, artists, and naturalists on the Connecticut shoreline. To build this rail alternative through town would destroy the quiet, pristine nature of this small community that is celebrated around the country. Please find another route. A railroad that connects lands with no stories, culture, or reverence is no rail for the people. This is not what we want.

NEC DEIS Comments - RECORD #2605 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Theresa

Last Name : Recchia

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy of Fine Arts of the Univ. of New Haven and ruin the national recognized historic district. More importantly it will endanger the federally protected area of the Connecticut River Estuary.

NEC DEIS Comments - RECORD #270 DETAIL

Status : [REDACTED]

Record Date : 1/25/2016

First Name : Mark

Last Name : Rechter

Stakeholder Comments/Issues :

Proposed new high speed lines are suddenly being directed away from Providence. I think connecting the Hartford, Providence and Boston metro areas should be a prime directive for New England. Boston and Providence metro areas are all ready proven to be users of rail. Adding both Hartford, Storrs? and the Worcester areas is questionable as neither have supported rail service. But connecting the three largest New England metro areas on the same high speed line would be advantageous to the whole region.

NEC DEIS Comments - RECORD #1545 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Beth
Last Name : Records

Stakeholder Comments/Issues :

Alternative 1 does not take into consideration the town of Old Lyme and its needs. Please look at other choices that provide the opportunity for transit while preserving the shoreline towns of Connecticut with the least disruption.

NEC DEIS Comments - RECORD #2372 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Karen

Last Name : Redlich

Stakeholder Comments/Issues :

I am opposed to Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. It seems like there are better solutions for the expansion. I like Alternatives 2 and 3 much better because they actually increase the options that people will have to reach other areas of NY, CT and RI. Right now, if you aren't trying to travel from or to an area near the i-95 corridor, it is very hard to get anywhere in CT via public transportation. Alternative # 1 would not only harm the beautiful Lyme Academy of Fine Arts Campus but would not expand the cities served by public transportation or Amtrak.

NEC DEIS Comments - RECORD #2196 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Eunice

Last Name :

Reed

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

RUBY SEIGEL: Thank you very much.

I see Scott wants to speak again, but before Scott speaks again, is there anyone else who hasn't spoken yet who would like to come forward?

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MARIE REED: I would.

RUBY SEIGEL: Sure. Come on up. Just make sure you give us your name and affiliation. And I'm going to ask that you sort of speak talking towards the FRA people and the stenographer.

MARIE REED: Good evening, everybody. Can you hear me. My name is Marie Reed. R-E-E-D. And I'm the president of Southbridge Civic Association, and I'm here in reference to the rail coming through my community in South Wilmington.

South Wilmington is an African-American historic community, and we are in the process of revitalization. Hopefully when you consider coming through our community, would you consider the residents?

We are in the process of having a wetland project, a multilane wetland project, this rail line will affect, and it's close to residents' homes. We are in a flood plain, a

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historical flood plain, and that wetland project is going to take care of our flooding.

Where the train's going to be coming through, that's on the Harriet Tubman Byway, and that's part of our storm preservation. Our community is not in favor of this, and you'll be hearing from us.

So thank you.

RUBY SEIGEL: Thank you very much. Thank you very much.

Okay there, Erin? Got it? Ready?

Okay. Is there anyone else who would like to speak who hasn't had a chance to speak?

NEC DEIS Comments - RECORD #1520 DETAIL

Status : pending
Record Date : 2/14/2016
First Name : Matthew
Last Name : Reed

Stakeholder Comments/Issues :

Upgrade existing corridor or build new within current established rights of way so there is no infringement on property owners who should not face eminent domain issues. Not to mention the I-95 corridor disaster you will cause!!!!

NEC DEIS Comments - RECORD #1397 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Phyllis

Last Name :

Reeds

Stakeholder Comments/Issues :

I am opposed to Alternative 1

The next speaker is Bonnie Reemsnyder. You'll be able to correct it.

MS. REEMSNYDER: Actually you did a great job with the name. It's Reemsnyder. Thank you very much for allowing this comment time.

My name is Bonnie Reemsnyder. I'm First Selectwoman of the Town of Old Lyme. First, I want to applaud the NEC Future for looking at infrastructure and making sure that our rails are in good order, but I am here today to express my concern with and opposition to the Alternative 1 of the Draft EIS for the NEC plan to improve rail service.

First and foremost, this plan would decimate the heart of our community. The path of the railroad would completely change, according to this plan, cutting through the heart of our community. We are a small town with very little "central community" area and what we do have is extremely important to our history, economy, character and sense of community. This plan would impact our only commercial area which houses our grocery store, pharmacy and many small businesses.

Our village center, which is directly off of the commercial area, houses the Lyme Academy of Fine Arts, as well as the famous Florence Griswold Museum and the Lyme Art Association. All are sites of historic significance and the individual organizations have worked diligently to continue with their legacy and maintain the physical structures. It is beyond comprehension that these buildings would be considered of little importance as this project moves forward.

But the plan also impacts many properties along the way, as it is an entirely new track, cutting through several neighborhoods, not to mention wetlands, open space and areas of archeological significance. Our community maintains our character through strict zoning regulations, considerate planning, and support of our historic treasures, including museums, colleges, libraries and various art organizations.

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

I am opposed to Alternative 1 of this plan and urge you to look at other, more reasonable solutions for reducing time travel through major cities. I thank you for your time.

HEARING OFFICER SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1922 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Brian

Last Name : Refici

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 #2447 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Nina

Last Name : Regan

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal. I believe it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Please consider another alternative

South Central Connecticut Regional Water Authority
90 Sargent Drive, New Haven, Connecticut 06511-5966 203.562.4020
<http://www.rwater.com>

February 16, 2016

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

NEC Future ✓
US Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

On behalf of the South Central Connecticut Regional Water Authority, thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

The South Central Connecticut Regional Water Authority is a non-profit public corporation and political subdivision of the State of Connecticut. We provide an average of 45 million gallons of drinking water a day to a population of almost 430,000 consumers in 15 south central Connecticut municipalities.

The DEIS presents three alternatives for consideration. Because the DEIS looks broadly over the entire system, no single alternative truly captures the essence of our community's core objectives, namely significantly-improved commuter travel time to New York City, together with improved travel times and more frequent service to Washington and Boston. In fact, one of the alternatives presented prescribes new alignments that could entirely bypass New Haven and some of the coastal corridor of Connecticut.

I call your attention to Alternative 3 that re-aligns much of the existing NEC. This alternative is, by far, the most costly of the alternatives at an estimated cost of \$267-\$308 billion dollars. I urge you to reject Alternative 3 which, in our opinion, will negatively impact the economics of New Haven and other urban centers. It also has the largest environmental impacts and highest costs of the three alternatives.

I encourage you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs.

In closing, let me again express strong support for the DEIS process and future improvements to the Northeast Corridor. I encourage you to issue a final EIS that recommends: (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route; (2) improved travel time and more frequent service to and from Washington and Boston on the coastal and Hartford-Springfield routes; and (3) a final decision that keeps urban areas, like New Haven, on the primary alignment.

Thank you for your time and attention to this matter.

Sincerely,

REGIONAL WATER AUTHORITY



Edward O. Norris, III, P.E.
Vice President – Asset Management

EON:vc

cc Larry Bingaman

NEC DEIS Comments - RECORD #1541 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Rosemary

Last Name : Reid

Stakeholder Comments/Issues :

I feel that plan Alternative 1 would have a TERRIBLE impact on the way of life in the small town of Old Lyme CT.

Going right through the historic section within less than a mile our our schools would totally change the character of our town with only saving a little time from DC to Boston. PLEASE reconsider

NEC DEIS Comments - RECORD #2038 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Ursula

Last Name : Reilly

Stakeholder Comments/Issues :

As an alumni of the University of New Haven and a citizen of Connecticut with all it's history, I oppose Alternative 1 of the New England Corridor futures proposal because it will destroy the campus of Lyme Academy College of the Fine Arts of the University of New Haven and endanger the federally protected areas of the CT River Estuary.

NEC DEIS Comments - RECORD #2028 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Brandon

Last Name : Reim

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of 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'm sure there are other alternatives that can be considered, even if they cost a little more money. Running these train tracks through a campus will look awful and take away from what is currently a great college campus. I am STRONGLY opposed to Alternative 1.

NEC DEIS Comments - RECORD #1862 DETAIL

Status : pending
Record Date : 2/15/2016
First Name : Joann
Last Name : Reis Lishing

Stakeholder Comments/Issues :

It's very difficult to comment on this plan because it is obviously ridiculous. One does not decide to destroy a whole historical area to run a train through it. Whoever put this plan together did not do his or her homework regarding the Old Lyme area. There is not one positive aspect to destroying the Old Lyme historical area. Please go back and research this plan a bit more and bring back a viable one. This plan should be removed from the drawing board immediately.

Regards,

Joann

Joann Reis, RN

[REDACTED]
[REDACTED]

NEC DEIS Comments - RECORD #145 DETAIL

Status : Pending

Record Date : 1/12/2016

First Name : Brenda

Last Name : Reiss

Stakeholder Comments/Issues :

Having a reliable, clean and fast transportation alternative to driving or flying, both of which use and inordinate amount of fossil fuel, would be fantastic. I support this initiative whole heartedly.

NEC DEIS Comments - RECORD #146 DETAIL

Status : Pending

Record Date : 1/12/2016

First Name : Barry

Last Name : Reiss

Stakeholder Comments/Issues :

Efficient high speed rail and expanded local service key to growth and the economy. I am always surprised when I visit abroad to see almost every major city equipped with efficient rail and local electric trolley service even in the oldest cities while I suffer daily with the Long Island Railroad

NEC DEIS Comments - RECORD #2766 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Cheryl

Last Name :

Remond

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2828 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Wayne

Last Name : Remond

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 #2082 DETAIL

Status :

~~Action Completed~~

Record Date :

2/15/2016

First Name :

Tallmadge

Last Name :

Renault

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #825 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Lisa

Last Name : Reneson

Stakeholder Comments/Issues :

I am a resident of Lyme....and this Tier 1 railway proposal would virtually destroy the town of Old Lyme. It's inconceivable that the Tier 1 proposal is on the table. A 5,000ft wide rail road track that would knock down a historic area? Would the Italians knock down the coliseum to lessen traffic congestion, no. Would England tear down the London Bridge to make way for a new railroad? The historic properties in Old Lyme are equally important to our state and our nation. They can't be destroyed. Respectfully, Lisa Reneson

NEC DEIS Comments - RECORD #3043 DETAIL

Status :

unread

Record Date :

2/16/2016

First Name :

Aron

Last Name :

Renkavinsky

Stakeholder Comments/Issues :

There was an article by WTNH regarding rail improvements in Connecticut. The article indicates that 200 year old structures would be destroyed to save 30 minutes on the Washington to Boston trip. It does not seem worthwhile to save a small percentage of travel time at the expense of rare artifacts of our heritage. I expect there are other less unique structures or woods along a nearby corridor that could be impacted instead.

NEC DEIS Comments - RECORD #3040 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Aron

Last Name :

Renkavinsky

Stakeholder Comments/Issues :

I think that a rail tunnel under Long Island Sound of sufficient depth and being constructed primarily from the shore to minimize or eliminate environmental impact on The Sound would be an excellent addition to our transportation system. Long Island is practically inaccessible to me currently. For example, I live just 60 miles from Patchogue but it would take at least 2.5 hours to get there, the fastest route being by car.

NEC DEIS Comments - RECORD #3038 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Aron

Last Name : Renkavinsky

Stakeholder Comments/Issues :

I think that a rail tunnel under Long Island Sound of sufficient depth and being constructed primarily from the shore to minimize or eliminate environmental impact on The Sound would be an excellent addition to our transportation system. Long Island is practically inaccessible to me currently. For example, I live just 60 miles from Patchogue but it would take at least 2.5 hours to get there, the fastest route being by car.

NEC DEIS Comments - RECORD #1733 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Daniel

Last Name :

Renn

Stakeholder Comments/Issues :

I am writing to express concern regarding the environmental and social impacts that would be a potential outcome of the Alternative 2 & 3 plans. The relocation of track through sensitive salt water marsh areas is my primary concern.

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At this point, the first speaker is Robert Reuter. If I have that right. Robert, you got your mike there?

ROBERT REUTER: Yes, I got a mike here.

RUBY SIEGEL: Okay.

ROBERT REUTER: Maybe I ought to just hold it.

RUBY SIEGEL: Yeah, there you go.

ROBERT REUTER: Yes. Hello. Okay.

Bob Reuter. And I'm a local resident here. I also worked on the Northeast corridor, the original project way back in some -- probably before all of you were born.

In any case, a lot of problems were diagnosed then and need to be solved now. Most of the work done seems to be very good.

I think an accommodation of Tier 3 and Tier 4, or phase, however you want to call it, is really what needs to be done. Bayview really is going to be essential ingredients to speeding up the Northeast corridor. Obviously -- I think

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I died. -- somebody went RIP. I think I killed the battery.

RUBY SIEGEL: What about to the microphone?

ROBERT REUTER: I killed it. That microphone is about equivalent to the Northeast corridor. It's subject to failure at any second.

There are several other things that really need to be taken care of. A lot of realignment is not necessary I don't think.

Philadelphia and the crazy interlocking system there at Zoo tower and processing the northern part of Philadelphia, it originally went straight through, and they changed it back in the '30s when they put all the electric in. So going back to the way it was before.

Susquehanna River Bridge needs to be changed. I mean, that -- that thing is ready to fall down. The -- there are several other places where wider tracks -- certainly everybody

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knows that there needs to be more tunnels under the Hudson River. And the -- north of New York City, there really needs to be a new right-of-way between the Hell Gate Bridge and New Haven.

Metro North is not a very friendly -- excuse me. It's not a very friendly location,

and they are slowing you guys down something terrible. Unless you can work something out with Metro North, I think you're going to have to get off their right-of-way.

North of New Haven, the movable bridges are the biggest problem. They are restricting the number of trains that can be operated. Also, the great crossing into Connecticut, they need to be eliminated. These are all relatively minor things, but not cheap.

Obviously, there needs to be a connection between North and South station so the trains can run straight through from Portland to Richmond and extend to the Northeast

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corridor to cover the entire Northeast. This is basically stuff that you already know. I'm not telling you anything new.

One thing that would be nice is your -- if we could get your strip maps and -- actually, you have them out there on the table. They're nice, but try reading them on a computer screen. They're next to impossible. So that would be nice to have if we could get those in print. I understand all the documentation. We can read that on the computer screen, but reading maps is next to impossible on a computer screen.

Number one, fix the MPV tunnel, get away from it, give it to the MARC railroad. Fix the Susquehanna River Bridge. Fix the rest of your movable bridges. A new entrance into New York and a nice secondary level.

Thank you.

RUBY SIEGEL: Thank you. Thank you very much.

ROBERT REUTER: Welcome.

Robert, did you want to make another statement?

ROBERT REUTER: Yes. Just one short, quick statement.

RUBY SIEGEL: Just introduce yourself.

ROBERT REUTER: Bob Reuter, local. One short, quick, important statement that I overlooked. It is critical, it is critical, that the Northeast corridor remain an integral part of the Amtrak nationwide system. It cannot be separated out and become, as some people suggest, its own separate railroad. It must remain part of the nationwide system. Thank

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you.

RUBY SIEGEL: Thank you. Okay. Is there anybody else who would like to make a statement? Okay. So seeing no hands, I will close this portion of the public hearing. We still do have a court stenographer in the other room if you want to use that. I'd like to thank everyone for being here. Remind you that the comment period ends on January 30th. Encourage you to submit your comments in writing via email, info@necfuture -- no. Sorry. Comments -- comments? Is it an S or no S? Comment@necfuture.com or via the website at www.necfuture.com. Thank you for your interest, and at this point I'm going to close the public hearing. Thank you.

(Whereupon, hearing concluded at 6:40 p.m.)



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

NEC Future
US Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

February 10, 2016

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

I am writing on behalf of REX Development concerning the NEC Future Tier 1 Draft Environmental Impact Statement. As a promoter of economic expansion and retention, I am deeply concerned about FRA's intent to analyze future route alignments which bypass Union Station in New Haven.

Future rail service must contribute to the nation's economic competitiveness and New Haven plays an important role in the nation's economic recovery. The City's population grew 5% in the last US Census and the jobs base grew 2% in just the past year. The significance of the center city – where Union Station is located – is equally important as approximately 60% of the region's available jobs are also located in the center city. New Haven features one of the hottest rental residential markets in the country and our major institutions, Yale University and Yale-New Haven Hospital, are global innovators that are succeeding in part because of their location in the very heart of the City and at the very center of Connecticut's passenger rail network.

REX Development is a public/private partnership promoting economic development in South Central Connecticut. Funded by the towns of the South Central Regional Council of Governments and private sector partners, REX promotes programs and policies aimed at making the region more competitive in the global economy. REX also coordinates the development and implementation of the Comprehensive Economic Development Strategies.

In no uncertain terms, intercity and commuter rail are essential to the economic development of our region. The highways are heavily congested; there are no major airports in the region; and there is an urgent need to upgrade the existing rail infrastructure. The system must be viewed in its entirety and I urge you to work with the State of Connecticut and the Metropolitan Transportation Authority to upgrade the existing Northeast Corridor in Connecticut and introduce any and all new service on this shoreline route. In other words, do not analyze an inland route, which would bypass three of Connecticut's major economic centers - Stamford, Bridgeport and New Haven. Moving people in and out of New Haven on state-of-the-art rail systems is too important for us and for the many other businesses that are growing in this region. Instead, I urge you to invest the nation's infrastructure resources in a manner that supports the economic future of southern Connecticut.

Very truly yours,

Ginny Kozlowski
Executive Director
REX Development
545 Long Wharf Drive, 4th Floor
New Haven, CT 06511
203-821-3682

545 Long Wharf Drive, 4th Floor, New Haven, CT 06511
T 203 821 3682 F 203 821 3683 www.rexdevelopment.org

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NEC DEIS Comments - RECORD #1690 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Hayden

Last Name : Reynolds

Stakeholder Comments/Issues :

I am against "alternate 1", it will be very disruptive in the town of Old Lyme and directly impact the character of what the center of our town. Old Lyme was known as an art colony and the Lyme Art Association and Florence Griswold Museum are a huge part of our history and should not be disturbed.

NEC DEIS Comments - RECORD #1152 DETAIL

Status : [REDACTED]

Record Date : 2/13/2016

First Name : Lester

Last Name : Reynolds

Stakeholder Comments/Issues :

Old Lyme does not need the proposed changes in NEC

NEC DEIS Comments - RECORD #2588 DETAIL

Status :

REDACTED

Record Date :

2/16/2016

First Name :

Thomas

Last Name :

Reynolds

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2531 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Glenn

Last Name :

Rhian

Stakeholder Comments/Issues :

I oppose Alternative 1 of the North East Corridor Futures Proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven where my daughter is presently a sophomore.



State of Rhode Island and Providence Plantations

State House
Providence, Rhode Island 02903-1196
401-222-2080

Gina M. Raimondo
Governor

February 16, 2016

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

Dear Ms. Reyes-Alicea:

Please accept the following comments on the Northeast Corridor Rail Line Tier 1 Draft Environmental Impact Statement (T1-DEIS) on behalf of the State of Rhode Island. Overall, the state is highly supportive of the Federal Railroad Administration's (FRA) alternatives to grow and transform the Northeast Corridor (NEC). The action alternatives presented would improve the region's global competitiveness, with significant positive impacts on the Northeast's economy, transportation system, and quality of life.

Increasing the speed and frequency of rail service between Boston and Providence is a key priority of the State of Rhode Island, as is improving connectivity to New York and the southern portion of the NEC. An important precondition to that is improving the safety, performance, and reliability of existing rail service on the NEC and bringing the corridor to a state-of-good-repair. Alternative 1 would be the minimum necessary for the NEC to meet these goals. Alternatives 2 and 3 propose significant improvements to rail in the Northeast, including a new connection to Hartford and a high-speed second spine to the NEC.

We believe strongly that the greatest positive regional impact would come from alignments that continue to serve Rhode Island and include Providence as a major hub. A frequent, fast rail connection from Boston to New York, through Providence and Hartford would build upon the region's existing strengths by serving the metropolitan areas where the densest concentrations of populations and jobs already exist and positioning these areas for further economic growth. As a result, Rhode Island would oppose any high speed alternative that does not include Providence.

Attached are additional technical comments on the T1-DEIS prepared by the Rhode Island Commerce Corporation, Rhode Island Department of Administration, Rhode Island Department of Environmental Management, and Rhode Island Department of Transportation.

Sincerely,


Gina M. Raimondo
Governor

Enclosure



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

TEL (401) 222-2678

FAX (401) 222-2968

TTY / Relay 711

Website www.preservation.ri.gov

23 December 2015

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

Re: NEC Future
Tier 1 Draft Environmental Impact Statement & Revised Draft Programmatic Agreement

Dear Ms. Reyes-Alicea:

The staff of the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) have reviewed the *Tier 1 Draft Environmental Impact Statement* (DEIS) and the *Revised Draft Programmatic Agreement* (PA) including the *Rhode Island-Specific Appendix* to the PA. We understand that the ongoing process for this project divides it into tiers, with Tier 1 as the “NEC Future Investment Program” consisting of the preparation of an environmental impact statement (EIS) and Tier 2 as future improvements (potentially including construction of new alignments) along the Northeast Corridor (NEC).

At this juncture, the locations and scopes of future construction projects along the NEC have not been determined. In addition to work along the existing NEC segment in Rhode Island, additional routes through the state are being evaluated in the EIS. These routes have been presented to the RIHPHC only in maps at a macro scale, so the RIHPHC is not aware of the true location of potential new construction.

The RIHPHC has not identified any changes that need to be made to the main body of the DEIS.

Our only comment on the main body of the revised draft programmatic agreement is that the WHEREAS clause on lines 77 to 84 states that “FRA has taken steps during the Tier 1 process to... assess potential effects on historic properties.” This appears to be an overstatement – the only potential effects to historic properties that are mentioned in the DEIS are very general statements about potential effects to National Historic Landmarks. DEIS page 7.9-4 justifies the lack of assessment of effects as it states:

The information available in this Tier 1 process allows for the identification of potential effects on known historic properties, but the assessment of effects at Tier 1 is constrained by (1) the limitations of existing records, which do not comprehensively identify all historic properties that may be eligible for listing in the NRHP; and (2) the level of detail known about the Action Alternatives, which are developed only at a conceptual level during Tier 1.

In *Appendix E: Tier I Consulting Parties List*, the RIHPHC is listed as a consulting party. The RIHPHC agreed to be a signatory in a letter dated 8 January 2015 (copy attached).

In *Appendix N: Section 106 Consultation for Tier 2 Undertakings in Rhode Island*, we have the following comments:

- Line 6: “State” should be inserted between “Island” and “Historic”;
- Line 36: delete “Rhode Island Historical Preservation and Heritage Commission (RIHPHC)”, as this is the RISHPO referred to in line 32; and
- Line 74: there are other tribes listed in the DEIS page 7.9-8 which should also appear in this list.

These comments are provided in accordance with the *Procedures for the Registration and Protection of Historic Properties of the Rhode Island Historical Preservation Commission* and with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Glenn R. Modica, Senior Project Review Coordinator of this office.

Very truly yours,



FOR Edward F. Sanderson
Executive Director
State Historic Preservation Officer

enclosure

- C: John Brown, Narragansett Indian Tribe
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
Brona Simon, State Historic Preservation Officer, Commonwealth of Massachusetts
Benny Bergantino, R.I. Statewide Planning, by email

NEC Future Letter
CC List

John Brown
NITHPO
Narragansett Indian Longhouse
4425-A South County Trail
Charlestown, RI 02813

Bettina Washington
Tribal Historic Preservation Office
20 Black Brook Road
Aquinnah, MA 02535

Ramona Peters
Mashpee Wampanoag Tribal Community & Government Center
483 Great Neck Road South
Mashpee, MA 02649

Brona Simon
State Historic Preservation Officer
Executive Director and State Archaeologist
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

*Esterle -
I HAVE THE INFO.
Glen*

*Extra
address
copy*

MEMORANDUM

TO: Rebecca Reyes-Alicea, US DOT Federal Rail Administration

FROM: State of Rhode Island Statewide Planning Program

DATE: February 16, 2016

RE: Northeast Corridor Rail Line Tier 1 Draft Environmental Impact Statement

Introduction

This document contains additional technical comments from the State of Rhode Island on the Northeast Corridor Rail Line Tier 1 Draft Environmental Impact Statement (T1-DEIS). Generally, the state is highly supportive of the alternatives described in the T1-DEIS and the Federal Rail Administration's (FRA) efforts to bring the Northeast Corridor (NEC) into a state-of-good-repair and build world-class rail infrastructure. Rhode Island recognizes that all options are contingent on funding. With this caveat noted, the progressive investment approach represented by Alternatives 1, 2 and 3 would each provide higher levels of economic return, not only to the region, but to the nation as a whole. The state believes that there are aspects and projects among Alternatives 1, 2 and 3 that would provide a framework for continued investment in the NEC, while at the same time allowing the FRA and regional stakeholders to take a step back and fully evaluate future options and alignments beyond what is included in this T1-DEIS.

Alternatives

No Action Alternative

The No Action Alternative, as defined in the T1-DEIS, is not an acceptable alternative for the Northeast Corridor and would ultimately lead to the deterioration of services on the corridor despite funding levels higher than today's levels. This alternative would severely affect travel demands in the already-congested Northeast, increase the number of over-crowded trains, and lead to less reliable service.

Alternative 1

Alternative 1 would be the minimum necessary for the NEC to continue to support the transportation needs of the region and bring the corridor to a complete, safe, and secure state-of-good-repair. The chokepoint relief, improved performance, increased capacity, more frequent service, and increased resiliency that Alternative 1 would provide are all critically needed if rail is to meaningfully contribute to economic growth and quality of life for the region.

Alternative 2

Alternative 2 proposes significant improvements to rail in the Northeast, and especially New England, through a new connection to Hartford that has the potential to change regional travelling patterns by

providing a more direct connection for travel from Hartford to Providence to Boston. The alternative would enhance service along the existing NEC and eliminate key choke-points on the corridor allowing for an expansion of inter-city and regional rail service.

Alternative 3

Alternatives 3.1 and 3.2 could have a transformative effect on the region by tying portions of Connecticut, including Hartford, more closely economically and socially to Providence and the rest of the Northeast. Both alternatives propose the construction of an entirely new, high-speed second spine to the NEC and better intercity rail connections throughout the region. Under these alternatives, the region would receive the best rail service of any of the alternatives in the T1-DEIS – hundreds of trains a day at hub stations, intercity service at T.F. Green Airport, and travels times between Boston, Providence, Hartford, and New York that would make daily commuting among the cities a feasible option.

Economic Impacts

Economically, Alternatives 2 and 3 would greatly strengthen the connections between New York City, Hartford, Providence, and Boston while also creating a resilient, inland alternative to both the existing NEC and Interstate Route 95. Economic growth depends on connectivity and access to labor markets that create economies of scale or agglomeration effects within the region, and any of the action alternatives would drive economic growth for the region.

Any new future alignment through Rhode Island would likely provide the greatest impetus for using rail to promote a world class, globally competitive regional economy, while at the same time creating the most impact. A frequent, fast rail connection from Boston to New York, through Providence and Hartford would build upon the region's existing strengths by serving the metropolitan areas where the densest concentrations of populations and jobs already exist and positioning these areas for further economic growth. For example, approximately 406,000 and 202,000 people live and work respectively within five miles of Providence Station. Thousands of workers in Rhode Island and Massachusetts already depend on train service at Providence Station to commute to and from work each day and travel to business markets along the NEC. Providence is the second busiest Amtrak station between Boston and New York, fifteenth busiest among 510 Amtrak stations nationally, and it is the third highest ridership station in the Massachusetts Bay Transportation Authority's (MBTA) commuter rail system. The same economic benefits that would accrue to people in the Providence metropolitan area would also accrue to the residents of Boston, Hartford, and New York with increased economic opportunities for millions of people.

Conversely, any new alignment that bypasses Rhode Island and Providence, would result in a lower potential number of people served than a Hartford - Providence connection and thereby is presumed to provide fewer economic benefits. Only 221,500 people live within 5 miles of Worcester Station and only 116,500 work within 5 miles. As a result, Rhode Island would oppose any high speed alternative that does not include Providence.

Environmental Impacts

The construction of new rail lines and associated infrastructure would inevitably impact the surrounding environment. The state recognizes that this is a Tier 1 EIS and detailed analyses of the environmental impacts of potential projects are not available. However, from information provided in the T1-DEIS it appears that the relative impact of Alternatives 1, 2, 3.1, and 3.2 on Rhode Island's farmlands, forestlands, and parklands would be roughly equivalent between each alternative. The impact to *total* wetlands differs by as much as 465 acres between Alternative 1 and Alternative 3.2 but we were unable to ascertain how many acres would be in Rhode Island.

As the FRA proceeds through the NEC Futures process, Rhode Island asks that the agency be cognizant of the fact that any of the alternatives that require new rail segments or alignments that cross drinking water resource areas, recreational resource areas, agricultural resource areas, and/or sensitive habitat areas will require further analysis and planning to minimize, or preferably avoid, significant impacts to the resource.

Demographic Forecasts

Rhode Island is concerned that the demographic forecasts used to estimate future ridership on the NEC underestimate the population and employment of the Providence metropolitan area. It is our understanding that the T1-DEIS defines the Providence metropolitan area as counties in Rhode Island only, a definition which ignores the social and economic interconnectedness of Providence and southeastern Massachusetts. The US Census's Providence-Warwick Metropolitan Statistical Area (MSA), which encompasses not only most of Rhode Island but also Bristol County in Massachusetts, including the cities of Fall River and New Bedford, is a more accurate representation of the Providence metropolitan area. If the MSA definition is used, the region's population and employment are significantly higher than the data shown in Tables 25 and 26 of the Ridership Analysis Technical Memorandum. The Census 2014 projection for population in the MSA is 1,609,000 and the Bureau of Labor Statistics' 2014 projection of employment is 649,000. The state recommends that the T1-DEIS be revised to include a definition of the Providence metropolitan area that matches the Census MSA.

Stations and Hubs

Providence Station

Providence should be listed as a "Major Hub" not a "Local Hub" (Alternative 1, Table 7-1-10). Intercity ridership at Providence Station rose by 31% from 2006 to 2012 and continues to grow, as the Providence Amtrak station is currently the 15th busiest station in the country and the third busiest station in New England. Providence Station is also the third busiest MBTA station in the MBTA commuter rail network, second only to South Station and Back Bay Station in Boston.

T.F. Green Airport

T.F. Green Airport is the only airport along the Northeast Corridor with direct connectivity to the NEC rail line, and it should be discussed further in Section 5 as a hub airport, and specifically be included in Table 5-6. The following presents enplanement data for inclusion in Table 5-6:

Airports	2006	2012	2040 Projection	Percentage Growth 2006-2012	Percentage Growth 2012-2040
T.F. Green (PVD)	2,607,160	1,830,602	2,666,663 ^{1,2}	-29.8%	45.7%
1. Source: FAA Terminal Area Forecast, January 2015 2. 2040 projected data does not take into consideration the airport's demonstrated ability to provide international air service and the extension of its primary runway, scheduled to be completed in December 2017.					

Transportation Infrastructure

New Providence Station

Alternatives 3.1 and 3.2 include a new Providence high-speed rail station, but the document does not make clear whether it will be an expansion of the existing station, a separate structure near the current station, or in another location entirely. More specificity is needed to better evaluate these alternatives.

Johnston, RI to East Providence, RI Tunnel

Alternatives 2, 3.1, and 3.2 propose a tunnel from I-295 in Johnston, RI, under the City of Providence, to East Providence, a distance of approximately 8 – 9 miles through the most densely populated area of the state. Additional information on the tunnel and the nature of any potential impacts from the tunnel and its construction would be helpful in evaluating these alternatives.

Old Saybrook, CT – Kenyon, RI New Segment

The state sees the benefit to trip time savings with a new segment between Old Saybrook, CT and Kenyon, RI and the need to avoid several moveable bridges in Eastern Connecticut, but more information is required on environmental and property impacts, particularly in Westerly and Charlestown. In addition, we would like to understand how this new track segment affects service on the existing NEC right of way and Westerly Station.

East Greenwich – Warwick, RI New Track

Under Alternative 1, new track is proposed along the existing NEC between East Greenwich and Warwick, RI. We would like to know if this will be a passing segment for high speed rail or to be also used by slower passenger and freight trains.

Financing and Implementation

Finance Plan

To best make informed comments and a decision on a Preferred Alternative, the state requests more information on an investment plan to finance this multibillion dollar endeavor. Full Federal financing will be challenging, and even if there is an unlikely 90/10 Federal/state funding split, the ability for each state to fund the match would be extremely challenging as we struggle to finance our entire transportation system. A reasonable funding plan needs to be included that bridges today's NEC Five Year Capital Plan to 2040 with achievable resources and federal funding levels.

Phasing and Implementation

The T1-DEIS describes a Universal First Phase to include improvements that address the NEC's most pressing capacity and state-of-good-repair challenges regardless of the Preferred Alternative selected. Rhode Island sees the value of this approach, but it would like additional detail on how the FRA will develop phasing plans both in the Tier 1 Final EIS and in the Service Development Plan to be prepared following completion of the Tier 1 document. The state would also find helpful information on the anticipated approach to be taken in the development of the Tier 2 EIS.

Other Issues

Freight

The T1-DEIS addresses the economic impacts of the alternatives at a high-level, but it does not analyze in detail the impacts on freight, a key element of economic activity in the Northeast. The state would like to see the impacts of each alternative on freight movements along the NEC analyzed and discussed in a separate section. In Rhode Island, freight and passenger rail must share the NEC on several congested segments that connect the Quonset Business Park/Port of Davisville, the Port of Providence, and Class I railroads on the national rail network; it seems that the proposed alternatives would ease existing congestion and speed freight movements, but nowhere is that stated clearly with supporting data. A qualitative and quantitative analysis of the alternatives' impacts on freight would strengthen the T1-DEIS.

Data Organization and Consistency

The T1-DEIS provides data on trip-making, ridership, frequencies, and travel times for each of the alternatives, but it does so in a way that prevents easy comparison among the options presented. For example, the T1-DEIS includes a number of tables that list the number of daily trains at stations along the NEC. Some of the tables show data for each alternative and sub-alternative, but others show only an average across the four Alternative 3 options. Similarly, at some points in the document, data on trains and frequencies include both inter-city and regional rail, and at others they include only inter-city rail traffic. Consistency in data presentation and organization across the entire document would be enormously helpful as the Rhode Island seeks to understand and analyze the impacts of each alternative. Rhode Island could see vastly different service and impacts depending on the alternative chosen; the state needs to know specifically what service and connectivity the state's rail stations will have under each of the alternatives.

Conclusion

Rail is a vital part of the transportation infrastructure of the Northeast. Since the low point of the 1970s, rail passenger service has stabilized due to federal and state actions, and investments have led to improved service along the NEC. While these improvements have yet to reach a truly satisfactory level, a continuing series of investments to achieve a state-of-good-repair on the existing NEC in order to maintain economic growth should be paramount in this process. However, the state recognizes that a well-designed and well-maintained rail system can serve as a stimulus for more robust economic growth by providing access to jobs within and between metropolitan areas and commercial centers and by offering development potential near train station areas. By including significant new rail segments, Alternatives 2, 3.1, and 3.2 can provide a level of service that not only offers excellent service to riders familiar with the current NEC but with increased resiliency, service frequency, service types, and improved travel times can provide opportunities for commuters between areas not currently or adequately served. Of particular value would be the connection between Hartford, CT and Providence, RI which is currently connected by Route 6, a two-lane highway. A proposed interstate highway connecting the two cities was rejected in the 1990s due to environmental concerns.

As noted previously, the Northeast Corridor Rail Line Tier 1 Draft Environmental Impact Statement does not include sufficient detail on several matters to allow for a full evaluation of the impacts of the various alternatives and does not allow the State of Rhode Island to endorse a preferred alternative at this time. We hope the final EIS or the future Tier 2 EIS will include additional information on these issues.

NEC DEIS Comments - RECORD #590 DETAIL

Status :

Action Completed

Record Date :

2/8/2016

First Name :

James

Last Name :

Rhodes

Stakeholder Comments/Issues :

I've grown up in Lyme my entire life. One of the staple reasons that Lyme was populated and traveled to was for its reputation as the most scenic and beautiful places in the northeast, this was reflected as it started and grew as a place where artists could flourish.

The plan to put a railway through both Lyme and Old Lyme completely negates the things that these towns are praised for and are a detriment to the place I know and love. This railway will ruin a town that can and has been giving so much more to people than just quicker transportation, it can't be built.

NEC DEIS Comments - RECORD #1044 DETAIL

Status :

Revision Complete

Record Date :

2/12/2016

First Name :

David

Last Name :

Rhum

Stakeholder Comments/Issues :

A high speed rail line between DC and Boston is a good idea. The new track through central Connecticut via Hartford is the way to go. Do you have construction time and cost estimates on line now?

NEC DEIS Comments - RECORD #3031 DETAIL**Status :**

[REDACTED]

Record Date :

2/16/2016

First Name :

Jeff

Last Name :

Rice

Stakeholder Comments/Issues :

Increasing train ridership is key to the growth of the northeast and mid-Atlantic, not expanding and improving rail service is not a viable option. Expanding regional train service in heavily populated areas such as Long Island, Worcester and Hartford is needed and will be beneficial to growth. All investments into the rail need to anticipate future needs and key growth areas. Project plan specifics need to be transparent to each community and the environment they could potentially affect, keeping the public well-informed at all times.

NEC DEIS Comments - RECORD #941 DETAIL

Status :

Action Complete

Record Date :

2/11/2016

First Name :

Kimberly

Last Name :

Rice

Stakeholder Comments/Issues :

I strongly object to your plan to build a new bridge over the Connecticut river and and tracks into Old Lyme, Connecticut. You will be destroying our beautiful and historic town. Please reconsider this terrible plan. Thank you.

NEC DEIS Comments - RECORD #1283 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Ann

Last Name : Rich

Stakeholder Comments/Issues :

Although I have not seen the full plans, I am horrified at the news I am reading in local papers and social media about Alternative 1 Rail Investment Plan! There has got to be another option than essentially wiping out a historic town and Artist colony with many lovely tourist attractions.

I recently moved to Lyme from Chicago to care for my aging parents. While I keep hearing that many people want to move out of the state, I am a blissful new resident who welcomed the opportunity to move here. A major part of the appeal is downtown Old Lyme with the Florence Griswold Museum, The Old Lyme Inn, the Bee and Thistle and the Art schools. It would be horrible to lose such treasures in the "name of progress." It would also mean a major loss of tourism dollars to the state. I understand the need to find ways to enhance the transportation options - Route 95 is a mess, in our area especially, and I'm all for lessening the number of cars on the road. But to wipe out an entire historic district is just wrong wrong wrong!!! Come up with another alternatives!

NEC DEIS Comments - RECORD #1129 DETAIL

Status : Pending

Record Date : 2/12/2016

First Name : Beth

Last Name : Richard

Stakeholder Comments/Issues :

This is a waste of federal funds. Did you learn nothing from the Acela train nonsense? People don't train in the USA , because there is no way to get around After you get off the train. This isn't Europe, where the trains are government owned and run... And rail stations are bus, subway and taxi stations as well. Trains are the same cost as flying, and far too time consuming to use.

Digging up scenic shoreline areas to make more useless track will not endear people to ride Amtrack, either. The service is poor annoying to use, and expensive.... So we DRIVE, instead.

NEC DEIS Comments - RECORD #2815 DETAIL

Status :

Comment Complete

Record Date :

2/16/2016

First Name :

Jean

Last Name :

Richards

Stakeholder Comments/Issues :

I oppose Alternative 1.

NEC DEIS Comments - RECORD #1617 DETAIL

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

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

Dear Ms. Braegelmann,

By way of this email I am expressing my opposition to any plan to develop national wildlife refuge land, as I understand is currently being considered in order to establish a new rail line that could impact Patuxent Research Refuge. Specifically, this is in regards to "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, Alternate 3".

As a resident of neighboring Prince Georges county, and a regular visitor to the refuge, I place high value on these areas that were set aside by federal law for protecting the natural wild spaces of our country. I urge you to find an alternative to this particular transportation plan.

Thank you for your time and concern.

Sincerely,

(signed)

Prof. Derek C. Richardson
Laurel, MD

NEC DEIS Comments - RECORD #1461 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Lynn

Last Name : Richardson

Stakeholder Comments/Issues :

I am strongly opposed to the proposed Amtrak route which would go through the middle of Old Lyme. This is a beautifully historic town and should be historically preserved.

NEC DEIS Comments - RECORD #1749 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Sarah
Last Name : Richardson

Stakeholder Comments/Issues :

I am a regular user of Amtrak who commutes between Old Saybrook, Connecticut, and Boston South Station, every week. I received a notice that one of the alternatives that you are looking at would involve some new track through Old Lyme, CT. Clearly this is a beautiful, quiet, rural historic town and any such development would need to be highly sensitive to their needs. However, we badly need to improve efficiency and reliability of the line - not just for the sake of time-saving, but to make a resilient commuter rail system that serves the whole Northeast and gets more people out of their cars and into public transportation. So, please address Lyme's concerns, but please also underscore the importance of not succumbing to NIMBYism and of maintaining perspective on these larger goals. My final comment is that if the transformative larger high speed rail plans are funded, those of us along the Shoreline must not be left high and dry. The route along the Connecticut shoreline through Providence to Boston is an economic lifeblood around here. I hope that regular and convenient service on these lines will remain a priority.

NEC DEIS Comments - RECORD #1671 DETAIL

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

I oppose ALT One

NEC DEIS Comments - RECORD #448 DETAIL

Status : [REDACTED]

Record Date : 1/31/2016

First Name : Winifred

Last Name : Richman

Stakeholder Comments/Issues :

I am excited about alternative 3, transforming rail service, reliability, speed, and enhanced connections.

I travel often between Baltimore and NYC, usually by bus. My husband and I both prefer train, but it is not reliable and costs a lot more. Train prices need to be more in line with the bus rather than the plane. In bad weather the highways are clear while the train is still delayed.

When taking a train to Boston I was enchanted to find us running along the beach at one point, but rising sea levels are an issue there and also coming across the Meadowlands into NYC. Do you envision a bridge across the L I Sound from Ronkonkoma?

A lot of issues, but I think this country needs the best rail service possible.

NEC DEIS Comments - RECORD #571 DETAIL

Status : ██████████
Record Date : 2/6/2016
First Name : Clint
Last Name : Richmond3 Greenough Circle

Stakeholder Comments/Issues :

I am a frequent rail traveller mostly on the NEC from Boston to Richmond. I attended one of the NEC Future presentations in Boston. I fully support improving and expanding the NEC regional system. All proposed route options between Boston and New York are acceptable, but I believe that a new route has so many benefits that make it an inevitable choice. These benefits include:

- 1) Allowing construction without affecting existing service.
- 2) Redundancy and resiliency from storms or other disasters that might affect the coastal Shore Line route. There are some environmental reasons to avoid the coast as well such as disruption of wetlands.
- 3) A new route will create new destination pairs. This is especially important for the economic development of older mid-sized cities that have limited transportation options and in some case are economic justice communities. Even without population growth, we have a growing elderly population that will need more train access and service.

Some not all routes have this final important benefit:

- 4) Better integration with existing intercity rail routes.

Therefore I would argue for some form of Option 3 via Worcester and Hartford and New Haven. In particular, Worcester is the second largest city in New England (and should be a higher priority than say Danbury, Waterbury, or White Plains). Hartford is also important as a capital city. I would still prefer that Option 3 include Springfield since it connects with the Vermonter and would allow reasonable travel northward from Boston to Vermont (Vermont service). Springfield may be a slightly longer route to NYC, but if the trains are faster than present it should not make an appreciable difference in travel time. This route leverages the investment in New Haven–Springfield Line, which is already owned by Amtrak. Furthermore, there is basically no service today between Worcester and Springfield. Worcester (and Springfield) connect with NY's Empire (and Ethan Allen) service and continue west with the Lake Shore Limited and Maple Leaf. With NY's investment in Empire service this route seems highly complementary.

UConn is a new destination and so is not currently part of any existing passenger rail network. I think that UConn, a state university, should be handled as a commuter/regional rail spur to its capital, Hartford. Connecting UConn to Providence is a desirable project, but should not be part of the proposed NEC Future mainline.

Providence already has excellent service so equity also argues for a route via Worcester at least. Boston-Worcester is also an existing, publicly owned segment.

Continuing south from Hartford, a LI route does not leverage the existing Amtrak network. White Plains is not part of the network either. So perhaps it would be less expensive and easier to connect initially to New Haven and devote more funds to other parts of the NEC.

NEC DEIS Comments - RECORD #2927 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Cecilie

Last Name : Rickard

Stakeholder Comments/Issues :

Rail tunnel into Milford is a very, very terrible idea. Milford residents and boaters in this area must have the opportunity to have input on any plan.

NEC DEIS Comments - RECORD #441 DETAIL

Status :

[REDACTED]

Record Date :

1/31/2016

First Name :

Jonathan

Last Name :

Rickard

Stakeholder Comments/Issues :

The proposed line crossing through the village of Old Lyme near the point where I-95 crosses concerns me because of the proximity to the Florence Griswold Museum, the Lyme Art Assn., and the Lyme Academy campus, dividing them. The present line crossing south of the village is both established and away from the historic village.

I am interested in mass transit history and public policy, particularly in the 1950s and 1960s. I am a member of the Danbury Railway Museum, the National Association of Railroad Passengers, and All Aboard.

ON LINE NOTIFICATION

Would you please add my name to your free sign up to get Email alerts, publications and newsletters.

It is: rickerby_arthur_b@[REDACTED]

Thank you for your help in this matter.

Sincerely yours,


Arthur B. Rickerby, Jr.

I am interested in mass transit history and public policy, particularly in the 1950s and 1960s. I am a member of the Danbury Railway Museum, the National Association of Railroad Passengers, and All Aboard.

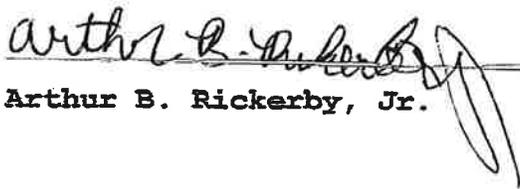
ON LINE NOTIFICATION

Would you please add my name to your free sign up to get Email alerts, publications and newsletters.

It is: rickerby_arthur_b@[REDACTED]

Thank you for your help in this matter.

Sincerely yours,


Arthur B. Rickerby, Jr.

NEC DEIS Comments - RECORD #1180 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Sandra

Last Name :

Rickey

Stakeholder Comments/Issues :

I wish that a path without impact on Connecticut's historical districts would be made. Too many areas of historical districts, coastal and waterways have already been disregarded when plans for financial gain for a few are deemed important. Please find a different path. Little middleclass appears to be the least important when making these progressive plans. Who was interviewed about the destruction of our cities and even little towns before this horrible plan was agreed on? Do we live in a country of the big and powerful just do whatever they want to anyone. Bet it wouldn't be going through their beautiful yards and playgrounds.

NEC DEIS Comments - RECORD #1112 DETAIL

Status : [REDACTED]
Record Date : 2/12/2016
First Name : Ellen
Last Name : Ridel

Stakeholder Comments/Issues :

The people of towns like Old Lyme need to be heard before any changes can be implemented.

NEC DEIS Comments - RECORD #1050 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : William

Last Name : Ridgway

Stakeholder Comments/Issues :

The initial plan for alternative 1 has at least two problems crossing the Connecticut River. First the plan goes right thru the historic heart of the Town of Old Lyme and either the renowned Florence Griswold Museum and/or the Lyme Art Academy depending upon where it crosses route 95. This makes no sense and ignores cultural guidelines. Second, the bridge crosses the river diagonally, which unnecessarily increases its cost and length plus complicating boat traffic.

A better route is shown below. It avoids heavily built up areas, has minimal curvature, and crosses the river paralleling the existing bridge. [It is interesting to note that the present bridge appears to have piers that supported a 4 track mainline in the past and with some creative engineering might be reutilized.] Also, this route can probably be engineered with easier grades and less cut & fill.

I hope that you will revisit this section of the Alternative 1 plan.

Bill Ridgway

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

[REDACTED]

NEC DEIS Comments - RECORD #653 DETAIL

Status :

Review Complete

Record Date :

2/9/2016

First Name :

Wendy

Last Name :

Rieder

Stakeholder Comments/Issues :

As a resident of the neighborhood for more than 35 years, a member of the Florence Griswold Museum and the First Congregational Church of OL, and a participant of activities at the Lyme Academy and Art Association, I cannot believe that this pristine, treasured area would be violated by a major railroad through way. The idea is appalling and a travesty for this beautiful, historic community, and I strongly oppose it.

NEC DEIS Comments - RECORD #1206 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Michael

Last Name : Riggio

Stakeholder Comments/Issues :

Alternative 1 which calls for a new rail to be run through the historic town of Old Lyme would be a mistake. We would lose something we would never be able to recapture. The tranquility of one of Connecticut's most beautiful towns. The people of Old Lyme will never allow it.



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

TEL (401) 222-2678

FAX (401) 222-2968

TTY / Relay 711

Website www.preservation.ri.gov

23 July 2015

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

Re: NEC Future
Revised Draft Programmatic Agreement

Dear Ms. Reyes-Alicea:

The staff of the Rhode Island Historical Preservation and Heritage Commission have reviewed the *Revised Draft Programmatic Agreement (PA)* and *Rhode Island-Specific Appendix (Appendix)* to the PA. We understand that the ongoing process for this project divides it into tiers, with Tier 1 as the “NEC Future Investment Program” consisting of the preparation of an environmental impact statement (EIS) and Tier 2 as future improvements (potentially including construction of new alignments) along the Northeast Corridor (NEC).

At this juncture, the locations and scopes of future construction projects along the NEC have not been determined. In addition to work along the existing NEC segment in Rhode Island, additional routes through the state are being evaluated in the EIS. These routes have been presented to the RIHPHC only in maps at a macro scale, so the RIHPHC is not aware of the true location of potential new construction.

The RIHPHC has not identified any changes that need to be made to the main body of the revised draft programmatic agreement. In *Appendix N: Section 106 Consultation for Tier 2 Undertakings in Rhode Island*, we have the following comments:

- Line 50: “Gloucester” should be corrected to “Glocester”
- Line 52 should read “Hopkinton Historic District Commission”
- Line 54, “New Shoreham Historic District Commission”: delete. New Shoreham is the town that makes up Block Island, approximately 13 miles off the coast of mainland Rhode Island. The NEC Future project will have no impacts in New Shoreham.
- Line 56 should read “North Providence Historic District Commission”
- Line 57 should read “North Smithfield Historic District Commission”
- Line 58 should read “Pawtucket Office of Planning and Redevelopment”
- Line 83 should read “forms and/or other”...

To: Rebecca Reyes-Alicea
Re: NEC Future
Revised Draft Programmatic Agreement

2

23 July 2015

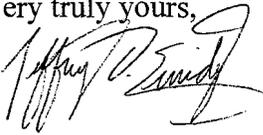
- Line 97: Final reports should be sent in both hard copy and electronic format (pdf or similar depending on the generally accepted format of the day). Draft reports should be sent in hard copy and editable electronic format (Microsoft Word or similar).

Section IV of Appendix N should include the following language:

“Archaeological investigation of project areas within Rhode Island shall be conducted under the *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC, June 2015). Should burial sites or human remains be encountered within Rhode Island, these Standards and Guidelines describe the procedures and protocols to be followed.”

These comments are provided in accordance with the *Procedures for the Registration and Protection of Historic Properties of the Rhode Island Historical Preservation Commission* and with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Jeffrey Emidy, Project Review Coordinator of this office.

Very truly yours,



FOR Edward F. Sanderson
Executive Director
State Historic Preservation Officer



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

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23 December 2015

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

Re: NEC Future
Tier 1 Draft Environmental Impact Statement & Revised Draft Programmatic Agreement

Dear Ms. Reyes-Alicea:

The staff of the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) have reviewed the *Tier 1 Draft Environmental Impact Statement (DEIS)* and the *Revised Draft Programmatic Agreement (PA)* including the *Rhode Island-Specific Appendix* to the PA. We understand that the ongoing process for this project divides it into tiers, with Tier 1 as the “NEC Future Investment Program” consisting of the preparation of an environmental impact statement (EIS) and Tier 2 as future improvements (potentially including construction of new alignments) along the Northeast Corridor (NEC).

At this juncture, the locations and scopes of future construction projects along the NEC have not been determined. In addition to work along the existing NEC segment in Rhode Island, additional routes through the state are being evaluated in the EIS. These routes have been presented to the RIHPHC only in maps at a macro scale, so the RIHPHC is not aware of the true location of potential new construction.

The RIHPHC has not identified any changes that need to be made to the main body of the DEIS.

Our only comment on the main body of the revised draft programmatic agreement is that the WHEREAS clause on lines 77 to 84 states that “FRA has taken steps during the Tier 1 process to... assess potential effects on historic properties.” This appears to be an overstatement – the only potential effects to historic properties that are mentioned in the DEIS are very general statements about potential effects to National Historic Landmarks. DEIS page 7.9-4 justifies the lack of assessment of effects as it states:

The information available in this Tier 1 process allows for the identification of potential effects on known historic properties, but the assessment of effects at Tier 1 is constrained by (1) the limitations of existing records, which do not comprehensively identify all historic properties that may be eligible for listing in the NRHP; and (2) the level of detail known about the Action Alternatives, which are developed only at a conceptual level during Tier 1.

In *Appendix E: Tier I Consulting Parties List*, the RIHPHC is listed as a consulting party. The RIHPHC agreed to be a signatory in a letter dated 8 January 2015 (copy attached).

To: Rebecca Reyes-Alicea
Re: NEC Future
Revised Draft EIS and Draft PA

2

23 December 2015

In *Appendix N: Section 106 Consultation for Tier 2 Undertakings in Rhode Island*, we have the following comments:

- Line 6: “State” should be inserted between “Island” and “Historic”;
- Line 36: delete “Rhode Island Historical Preservation and Heritage Commission (RIHPHC)”, as this is the RISHPO referred to in line 32; and
- Line 74: there are other tribes listed in the DEIS page 7.9-8 which should also appear in this list.

These comments are provided in accordance with the *Procedures for the Registration and Protection of Historic Properties of the Rhode Island Historical Preservation Commission* and with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Glenn R. Modica, Senior Project Review Coordinator of this office.

Very truly yours,



FR Edward F. Sanderson
Executive Director
State Historic Preservation Officer

enclosure

- C: John Brown, Narragansett Indian Tribe
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
Brona Simon, State Historic Preservation Officer, Commonwealth of Massachusetts
Benny Bergantino, R.I. Statewide Planning, by email

NEC Future Letter
CC List

John Brown
NITHPO
Narragansett Indian Longhouse
4425-A South County Trail
Charlestown, RI 02813

Bettina Washington
Tribal Historic Preservation Office
20 Black Brook Road
Aquinnah, MA 02535

Ramona Peters
Mashpee Wampanoag Tribal Community & Government Center
483 Great Neck Road South
Mashpee, MA 02649

Brona Simon
State Historic Preservation Officer
Executive Director and State Archaeologist
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

*Esterle -
I HAVE THE INFO.
Glen*

*Extra
address
copy*



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23 December 2015

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

Re: NEC Future
Tier 1 Draft Environmental Impact Statement & Revised Draft Programmatic Agreement

Dear Ms. Reyes-Alicea:

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In *Appendix E: Tier I Consulting Parties List*, the RIHPHC is listed as a consulting party. The RIHPHC agreed to be a signatory in a letter dated 8 January 2015 (copy attached).

To: Rebecca Reyes-Alicea
Re: NEC Future
Revised Draft EIS and Draft PA

2

23 December 2015

In *Appendix N: Section 106 Consultation for Tier 2 Undertakings in Rhode Island*, we have the following comments:

- Line 6: “State” should be inserted between “Island” and “Historic”;
- Line 36: delete “Rhode Island Historical Preservation and Heritage Commission (RIHPHC)”, as this is the RISHPO referred to in line 32; and
- Line 74: there are other tribes listed in the DEIS page 7.9-8 which should also appear in this list.

These comments are provided in accordance with the *Procedures for the Registration and Protection of Historic Properties of the Rhode Island Historical Preservation Commission* and with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Glenn R. Modica, Senior Project Review Coordinator of this office.

Very truly yours,



For Edward F. Sanderson
Executive Director
State Historic Preservation Officer

enclosure

C: John Brown, Narragansett Indian Tribe
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
Brona Simon, State Historic Preservation Officer, Commonwealth of Massachusetts
Benny Bergantino, R.I. Statewide Planning, by email

NEC DEIS Comments - RECORD #1811 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Corrin
Last Name : Riley
Stakeholder Comments/Issues :

If there are alternatives that would save federally protected land, and any historical value, then it should be taken.

NEC DEIS Comments - RECORD #2305 DETAIL

Status :

████████████████████

Record Date :

2/15/2016

First Name :

Christopher

Last Name :

Ringquist

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1270 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Paco

Last Name :

Rodriguez

Stakeholder Comments/Issues :

I support the sustainable and much redevelopment of the railroad network. But I do not wish to see historic communities, such as Old Lyme, CT, destroyed in the process. I believe that we can find a way to balance all the demands of a new network whilst preserving our cherished history.

NEC DEIS Comments - RECORD #2963 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Dennis

Last Name :

Riordan

Stakeholder Comments/Issues :

The proposed routes through Connecticut for the proposed NEC rail system would do much harm to sensitive areas of great environmental significance.

In fact, the routes appear to have been designed with NO thought as to their impact on their surroundings.

There must be a more rigorous survey of the environmental impacts of the routes proposed for Connecticut's portion of the NEC upgrades.

As of now, Menunkatuck Audubon Society opposes the rail expansion.

NEC DEIS Comments - RECORD #234 DETAIL

Status : Action Complete
Record Date : 1/22/2016
First Name : Marie
Last Name : DiToro

Stakeholder Comments/Issues :

Please find attached comments from the Rhode Island Public Transit Authority. This email is our "online" submission.

Thank you,

Marie DiToro
Executive Office
Rhode Island Public Transit Authority
705 Elmwood Ave
Providence, RI 02907
401-784-9500 ext 171
401-784-9513 Fax
mditoro@ripta.com

Attachments : NEC 1-22-16.pdf (63 kb)



** A copy of these comments will be submitted online to reduce data entry needs

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

Dear Ms. Rebecca Reyes-Alicea,

Thank you for involving our agency in the public review process for NEC FUTURE. The Rhode Island Public Transit Authority (RIPTA) is the statewide public transit provider for Rhode Island. As a stakeholder agency, we remain strongly supportive of the NEC FUTURE project. Increased rail capacity within the Northeast Corridor is crucial to the future development of our state, our region and our nation.

We have reviewed the three Action Alternatives and No-Action Alternative presented in the Tier 1 EIS from our perspective as the public transit authority of Rhode Island. Though each alternative has strengths and weaknesses, we could be supportive of any of the three Action Alternatives. We would not support a no-action alternative due to the strong demonstrated need for additional corridor capacity. Rhode Island sees increased Commuter Rail service within the state as key to our public transit future, which is not possible with existing track infrastructure.

Action Alternative One leaves significant sections of the Northeast Corridor in Rhode Island without additional track. We appreciate that additional train slots can be created without a contiguous additional track across the entire state, but we are also aware that this approach may constrain the number of trains which can be added. For this reason we would be concerned about the utility of Alternative One.

We are concerned that some route options under Alternative Three would build a new high speed route between Hartford and Boston which bypasses Rhode Island entirely. We would not support a routing alternative which bypasses Providence.

Action Alternative Two and those routing alternatives of Action Alternative Three which pass through Providence are most appealing to RIPTA as they will create an entirely separate second spine for high speed trains through the state while simultaneously freeing up significant capacity on the current Northeast Corridor for commuter rail service.

RIPTA recognizes that all of these alternatives may create community disruptions during construction. While RIPTA would like to see these disruptions minimized as much as possible, we stand ready to work with the FRA or responsible agencies to help minimize disruption through the use of our agency's resources.

Sincerely,

Mayor Scott Avedisian
RIPTA Chairman of the Board of Directors

Raymond Studley
RIPTA Chief Executive Officer

NEC DEIS Comments - RECORD #2402 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Shannon

Last Name :

Rivera

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2997 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Sam

Last Name :

Gold

Stakeholder Comments/Issues :

Attached is the Lower Connecticut River Valley Council of Governments' comments on the FRA's draft NEC Future Tier 1 EIS.

Please contact me if there are any questions.

Sam

Samuel S. Gold, AICP

Executive Director

RiverCOG

145 Old Dennison Road

Essex, CT 06426

860-581-8554

rivercog.org<<http://www.rivercog.org/>>



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www.rivercog.org

Chester, Clinton, Cromwell,
Deep River, Durham, East Haddam,
East Hampton, Essex, Haddam,
Killingworth, Lyme, Middlefield,
Middletown, Old Lyme,
Old Saybrook, Portland, Westbrook

February 16, 2016

Ms. Sarah E. Feinberg, Administrator
Federal Railroad Administration
1200 New Jersey Ave SE
Washington, DC 20590

Re: Comments on the NEC Future Tier 1 Draft Environmental Impact Statement

Dear Ms. Feinberg:

At its January 27, 2016 meeting the Lower Connecticut River Valley Council of Governments (River COG) and Metropolitan Planning Organization (MPO) voted unanimously to oppose Alternative 1, as proposed in the draft NEC Future Tier 1 Environmental Impact Statement. In particular, the chief elected officials of the River COG's seventeen member municipalities, comprising all of Middlesex County and the towns of Lyme and Old Lyme in Connecticut, object to the proposed new rail bridge over the Connecticut River between Old Saybrook and Old Lyme and the new bypass rail line from Old Lyme to Kenyon, Rhode Island recommended in Alternative 1. River COG only became aware of the proposal upon the release of the draft EIS late last year. River COG is disappointed that the Federal Railroad Administration did not directly contact affected municipalities in Connecticut or conduct a public hearing within closer vicinity of the proposed new bypass track, such as in New London.

Listed below are some of the comments and concerns that the River COG has with the NEC Future Tier 1 Draft EIS:

- **Upgrade and Maintain the Existing North East Corridor First**

The North East Corridor (NEC) is not in a state of good repair. Many of the most needed improvements are in Connecticut, where movable bridges such as the existing bridge over the Connecticut River has speed limits and operational difficulties that restrict NEC capacity and marine traffic. Investment in a parallel high-speed track, when funding for the maintenance of the existing NEC has not been adequate, could lead to continued under investment in the maintenance of the existing NEC and service to existing stations.

A project to rebuild the Connecticut River Railroad Bridge is progressing. Could this project be re-scoped to include accommodations for future high-speed rail? This solution would lessen the impact of high speed rail in the towns that host line and significantly save construction costs over building a new bridge over the Connecticut River.

- **Environmental Justice**

The high-speed rail service envisioned in Alternative 1 would not stop in Middlesex County and service to New Haven and New London will probably be infrequent. Express trains may not stop in Connecticut at all. Old Saybrook and Old Lyme are being asked to bear significant environmental, cultural, and commercial impacts for a national high-speed rail infrastructure that will not benefit them.

The proposed new rail bridge and line from Old Saybrook, CT to Kenyon, RI would have significant impacts to the towns of Old Saybrook and Old Lyme, who are members of River COG. The new railroad corridor would decimate Old Lyme's federally designated historic district, famous art academy, and only commercial area.

Old Saybrook, which is in Middlesex County, would be seriously impacted by a new railroad bridge. The draft EIS does not list Middlesex County as being significantly impacted by the EIS alternatives. Depending on the type and height of the bridge constructed, the bridge could significantly impact all sorts of marine traffic originating or heading north of the proposed bridge location, in other parts of Middlesex, New London, and Hartford Counties.

If a non-movable bridge is constructed, long elevated approaches will be necessary for a high-speed train to cross a bridge as tall as the existing Baldwin I-95 bridge. At a one percent grade, the approaches could be as long as 8,000 feet on either side. The elevated approaches will have significant impacts on both Old Saybrook and Old Lyme.

- **Unique Connecticut River Estuary**

The Connecticut River and its estuary is a place of unique environmental significance. The Connecticut River is the only major East coast river that does not have a city or majority industry at its mouth. This is due to the sandbars located there, impeding navigation of larger ships. Because of this, the Connecticut River Estuary, was left largely undeveloped. The significance of this place to birds migration, aquatic wildlife spawning, flood and storm surge mitigation cannot be overstated. The importance of this place has been recognized by a number of state, federal, and international designations:

- The Nature Conservancy lists the Connecticut River Estuary as one of the "40 Last Great Places in the Western Hemisphere."
- The International Ramsar Convention on wetlands designates the Connecticut River Estuary as a "Wetlands of International Significance."
- The EPA designated the Connecticut River and its Estuary a National Fish and Wildlife Refuge, which is administered by the US Fish and Wildlife Service.
- President Clinton designated the Connecticut River as an "American Heritage River", one of only 15 in the country and the only river designated as such in New England.
- The U.S. Department of the Interior designated the Connecticut River as the nation's first and only National Blueway.

- The Connecticut General Assembly passed special legislation to create the Connecticut River Gateway Commission, housed at River COG, to regulate land uses along the river to preserve scenic viewsheds from the River.

River COG questions the use of the numerous designations, intended to protect this special place, when they seem to have been overlooked in this environmental impact statement process? The same can be said for Old Lyme's historic district.

Given the short notice and the seemingly inadequate review of the impacts that a new railroad bridge and line would have in Old Saybrook and Old Lyme, River COG respectfully requests that the FRA remove the new Connecticut River bridge and new rail through Old Lyme from its NEC Future Tier 1 EIS Alternative 1, and pursue the other proposed recommendations separately.

Sincerely,



Samuel S. Gold, AICP
Executive Director

NEC DEIS Comments - RECORD #1286 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Patricia

Last Name :

Rivers

Stakeholder Comments/Issues :

Destroy an historic New England town to save a few minutes for commuters who never look out the window?
That train ride along the shore to Boston is an opportunity to view our beautiful coast, like the Connecticut River, "one of the last great places".
Add a dome car, and make it a tourist attraction.

NEC DEIS Comments - RECORD #1827 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Yevgeniya

Last Name :

Rivers

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 #248 DETAIL

Status :

[REDACTED]

Record Date :

1/23/2016

First Name :

Erica

Last Name :

Robb

Stakeholder Comments/Issues :

I live in Old Lyme, not 1000 yards from the railroad track as it passes by the golf course. I think that "moving" the track to a new bridge and running it along I-95 is an insult to all who live here. I am not aware of any issues with flooding on this section of track certainly in the time I have lived here, and I don't recall it ever happening when I was a kid growing up here. NO. And you should really include towns in the conversation if you think you have a good plan. This sneaking around pretty much says that you know it's a bad idea.

NEC DEIS Comments - RECORD #498 DETAIL

Status :

[REDACTED]

Record Date :

2/2/2016

First Name :

John

Last Name :

Robbins

Stakeholder Comments/Issues :

Updating the rails, stations, trains and track lands would be a wonderful natural & necessary step reinvigorating the national rail system...

NEC DEIS Comments - RECORD #1111 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

Sheldon

Last Name :

Robbins

Stakeholder Comments/Issues :

I understand that the proposed alternative path for the new railway will be through the historic center of Old Lyme. This is unacceptable.

NEC DEIS Comments - RECORD #1156 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Bill

Last Name :

Roberts

Stakeholder Comments/Issues :

I'd just heard about some of the developing network enhancement ideas related to Southeastern Connecticut from Rep. Joe Courtney. Like him (and you folks, obviously!), I'm a big supporter of rail -- my wife rides the Shoreline East to New Haven and MetroNorth to Norwalk daily -- but it's imperative that the towns potentially affected have the opportunity to be fully briefed and comment before studies get too far along.

I'm sure that is something in your plans, but sooner rather than later is probably a good idea.

Thanks for listening!

NEC DEIS Comments - RECORD #1362 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

carl

Last Name :

roberts

Stakeholder Comments/Issues :

I don't think our government would ever approve even making this a high speed corridor. However, the existing infrastructure should be upgraded where needed to keep it safe and reliable. The new Niantic bridge is an example

NEC DEIS Comments - RECORD #2680 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Kelly

Last Name :

Roberts

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #973 DETAIL

Status : Action Complete

Record Date : 2/11/2016

First Name : Susan

Last Name : Roberts

Stakeholder Comments/Issues :

This is a total farce. Amtrak is bankrupt, the natural scenery has already been destroyed with the electrification debacle and now you want to destroy the rest of our little town. And for what purpose ??? There is not enough to be gained to make any of us give you a thumbs up! This is a shameful act.

NEC DEIS Comments - RECORD #1370 DETAIL

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

Please find another solution than running the line through historic Old Lyme, CT. Please.

The next speaker is Martin Robins.

MR. ROBINS: Good evening, everyone. I'm here representing Edison Properties, which is a significant property owner and parking lot manager in the metropolitan region. And also I am here as a trustee of the Raritan Valley Rail Coalition, which represents the interests of the riders on the Raritan Valley Line. I want to address my remarks to New Jersey specific matters.

Personally I favor the direction of NEC Future, but I'm not here to talk about that. What I want to do is commend the study for two specific New Jersey decisions that were made in the study. One was to designate Secaucus Junction as a hub station. And the second one is to designate as a choke point relief measure the Hunter Flyover, which is the reconfiguration of the connection between the Raritan Valley rail line and the Northeast Corridor.

The point -- the reason that I'm mentioning these, they're included in all the alternatives other than the no action alternative, which I think we all agree is exactly what we do not want to do is the no action alternative. But my point is, is that as the study was underway, many things have happened. Gateway has become more solid in its thinking and its projections. Superstorm Sandy intervened and created havoc in our tunnels. And we now know that, according to the latest reports that I have received, the Gateway project, including Penn Station South, wouldn't be finished until 2030 or 2031. That is, when you think about it, that is fourteen to fifteen years from now. And that means it's half of a lifetime, adult lifetime for numbers of people.

And what I would hope that we can somehow do and pay attention to over the next year is to take all this body of work and convert that into some early victories. And the early victories would be really giving the Secaucus Junction a meaningful designation as a hub station and introducing Amtrak stops at that location. Edison Properties has made a large investment already in a park-ride at that facility, which has been extremely successful. And it's obvious that that investment could be expanded. And it would fit in beautifully with the expansion of service by Amtrak at Secaucus. The reason that it's such a good place is that it's not only that it's served by a parking lot, but it also served -- is connected to both Hoboken and the Bergen County line, the Pascack Valley Line and the Main Line. So you've got three major rail lines passing by there. And it would add, not insignificantly, to Amtrak ridership in the future.

The other choke -- the other thing I'd like to see as an early victory is the implementation of the Hunter Flyover. I understand that Amtrak and New Jersey Transit have completed their engineering on that project, they're agreed upon a concept. And it would be -- it would make a remarkable difference to both Amtrak and New Jersey Transit if in fact a flyover were created there instead of an at-grade tortuous crossing of many -- at many different interlockings between the point where the Raritan Valley intersects the Northeast Corridor to where it actually enters into Newark Penn Station. A flyover would greatly speed that process and reduce the interferences with Amtrak and other services.

So there are two things that are in every one of your alternatives. They're obviously that you've identified them as very necessary things. And what I would hope is that somehow you can find a way to accelerate their implementation so that we don't have to wait until 2030 or 2031.

Thank you very much.

THE MODERATOR: Thank you, Martin. Thank you.

Eleanor Robinson

February 10, 2016
NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom It May Concern:

As a resident of the Town of Old Lyme, and the Co-Chair of the Roger Tory Peterson Estuary Center Board of Directors of the Connecticut Audubon Society, I am writing to express my concerns and opposition to Alternative 1 of the draft EIS Tier 1 NEC FUTURE proposal.

I moved here with my husband and family from Cleveland, Ohio for graduate school and employment, and because of the significant natural beauty, and cultural history of this particular town and the region. Its proximity to institutions of higher learning, including Yale University, Connecticut College and Wesleyan University further enrich the town with stimulating intellectual resources including a menagerie of worldly, sophisticated and fascinating people who are discerning about their choice of residence. All of us who have chosen Old Lyme for its natural beauty, antiquity, culture and academic and academic opportunities, have sought out this town for its way of life. The NEC FUTURE Tier 1 proposal would decimate our town and our estuary, as we know it.

Since moving here, I have served as the Co-chair of Connecticut Audubon Society Roger Tory Peterson Estuary Center. The naming of the environmental center was inspired by Old Lyme resident, Roger Tory Peterson who chose to live in this town, due to its natural beauty and its perch on the banks of such an exceptional estuary ecosystem. Peterson is considered by many to be the "father of conservation in the United States", and earned countless national and international environmental awards as a field guide illustrator, author, educator, lecturer and conservation advocate.

Summary Table S-4 correctly identifies our county and town for high potential ecological resource impact from NEC Future Alternative 1. The installation of a massive bridge structure with its long approaches will seriously impact the Town of Old Lyme and its greatest natural resource, the Connecticut River Estuary (CRE). Such large scale, human-induced, habitat disturbance and destruction will jeopardize the ecological sustainability of this nationally and internationally recognized estuarine ecosystem. It will also impact the Lieutenant River, the nine towns of the Lower Connecticut River Valley, and the sensitive hydrological dynamics of Long Island Sound.

The Connecticut River is the longest and largest river system in New England. This 400-mile long river and its expansive watershed, contribute 70% of the fresh water that drains into Long Island Sound. The proposed bridge infrastructure will directly impact this meeting of the waters. The CRE is a highly sensitive and critically important estuarine ecosystem, where the salt water of Long Island Sound meets the fresh water emptying out of the Connecticut River watershed.

In the decades preceding 2016, it has been repeatedly documented and widely acknowledged that disturbing tidal wetlands is not acceptable and is simply not conceivable from an ecological, environmental, economic and sociological perspective. Layers of regulation now prohibit the purposeful destruction of coral reefs in tropical waters. Activists mount global campaigns to protect rain forests. The New England equivalent to these internationally recognized ecosystems is the salt marsh, tidal wetland, or estuary ecosystem. Consequently, state and federal governments regulate against purposely disturbing estuaries and tidal wetlands throughout the nation and in New England. From the standpoint of biodiversity, coastal resiliency, carbon sequestration, ecological productivity, and economic viability, estuaries are off limits for habitat disturbance.

Researchers from Woods Hole Oceanographic Institute to Boston College, to Wesleyan to UMASS/ Boston to UCONN have secured multimillion dollar grants for the long term study and investigation of the productive and highly valued waters and wetlands of the CRE. Ornithologists have documented the importance of the CRE as a critical stopover place for migratory species as well as an important nesting habitat for breeding birds, including robust populations of Osprey and Bald Eagles. The annual congregation of 100s of thousands of migratory Tree Swallows to the CRE, is an ecological phenomenon of global significance attracting media, scientists and people from across the nation. Scores of shoreline and estuary bird species rely on the CRE for cover, breeding and foraging habitat. Several species of special concern nest here including the Piping Plover, the Sharp-tailed sparrow and the Seaside sparrow, as well as many elusive rail species, and wading and shore bird species.

The emerging importance of salt marsh ecosystems as highly functioning carbon sinks and buffers for sea level rise essential for coastal resiliency, can not be understated. Tidal marshes are extremely productive habitats that remove significant amounts of carbon from the atmosphere, large amounts of which are stored in marsh plants and soils. Not only do tidal marshes help protect uplands from storm events, but they continue to take carbon from the atmosphere as sea levels rise. The significant input of mineral sediments from the vast CT River watershed builds up marsh soil and helps to keep pace with sea-level rise. The biomass of phytoplankton, submerged aquatic vegetation, and above and below ground salt marsh plant life, combines to sequester significant amounts of atmospheric carbon that offset the harmful effects of climate change. Local, state and federal governments agencies, academic institutions and nonprofits are uniting to actively communicate the complexities of climate change, coastal resiliency and carbon sequestration. Protecting the CRE is of highest priority in this effort to safeguard

watershed residents, maintain the sustainability of the ecosystem and reduce the contributing factors of climate change.

National and international recognition of the Connecticut River Estuary (CRE):

- The Connecticut River Estuary is the least disturbed, major river delta in the United States without a port at the river mouth.
- The **Ramsar Convention** designated the CRE a "*Wetland of International Importance*". The CRE is one of only 34 U.S. sites among 2,000 designated. This Convention on Wetlands of International Importance is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources.
- **Nature Conservancy** included the Connecticut River tidelands on its list of the Western Hemisphere's 40 "*Last Great Places*."
- **US Fish & Wildlife Service** designated the Connecticut River as the first and only designated *National Blueway River* in the United States.
- **American Heritage Rivers Protection Program** designated the Connecticut River as an American Heritage River authorized by President Clinton in 1997. The initiative was intended to deliver federal resources more efficiently and effectively in support of community efforts to protect rivers or river segments.

The town, the nation and the world recognizes the unique ecological value and the fragility of Old Lyme's estuary location. Universally, this bioregion is heralded for its conservation and economic value, its scenic beauty and the resources that have been dedicated to its protection in perpetuity.

Purposely destroying America's natural and cultural heritage safeguarded for centuries here in Old Lyme, would be a travesty for our town and our country.

Sincerely,
Eleanor Robinson
Co-Chair



Roger Tory Peterson Estuary Center of the Connecticut Audubon Society
860-460-9668

NEC DEIS Comments - RECORD #761 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Joyce C.
Last Name : Robinson
Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,
Joyce C. Robinson

NEC DEIS Comments - RECORD #1098 DETAIL

Status :

Not Complete

Record Date :

2/12/2016

First Name :

John

Last Name :

Robinson

Stakeholder Comments/Issues :

I strongly support updating and improving rail service anywhere in the USA, and especially in the northeast corridor. A modern high-speed rail network will help alleviate traffic problems and improve air quality. However, community input into these projects is an absolute requirement. I am disappointed that this was not one of the first considerations. Any improvements to the rail system must be done in a way that does not sacrifice the character and composition of local communities. Cutting through towns that are home to numerous cultural landmarks and National Register of Historic Place Buildings, is wrong. Progress must not destroy our past.

NEC DEIS Comments - RECORD #2014 DETAIL

Status :

████████████████████

Record Date :

2/15/2016

First Name :

The Rev Cn Mark K J

Last Name :

Robinson

Stakeholder Comments/Issues :

Please DO NOT develop alt plan 1 as it would destroy the Connecticut river estuary surrounding Old Saybrook and Old Lyme, and the remarkable community of Old Lyme with the Lyme Art Academy being destroyed.

NEC DEIS Comments - RECORD #394 DETAIL

Status : [REDACTED]

Record Date : 1/30/2016

First Name : Jesse

Last Name : Roche

Stakeholder Comments/Issues :

This would disrupt the ecology of 2 rivers and a lot of protective wetlands. This project would also cut through an historic district in town. We as residence abide by strict zoning regulations in the historic district. So out of towners should also abide. I am opposed to any construction in Old Lyme other than the replacement of existing track where they currently lay.

NEC DEIS Comments - RECORD #1148 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Michael

Last Name :

Roche

Stakeholder Comments/Issues :

I support improvements for the northeast rail corridor but not with the propose damage it would cause to our community of Old Lyme, Ct. Please work on another alternate or ungrade existing rail lines to save our historic districts, open space, wetlands and the heart of our town from this upheaval.

NEC DEIS Comments - RECORD #1972 DETAIL

Status :

PENDING

Record Date :

2/15/2016

First Name :

Cynthia and Philip

Last Name :

Rockwell

Stakeholder Comments/Issues :

We oppose the plan (Alternative 1) to build railroad tracks that will run through University of New Haven's Lyme Academy College of Fine Arts property in Old Lyme, CT. This will do irreparable damage to that campus.

NEC DEIS Comments - RECORD #1149 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Beckett
Last Name : Rodgers
Stakeholder Comments/Issues :

I do not agree with the plan to connect Old Lyme, Ct. into the north east railway system. It would destroy the town.

NEC DEIS Comments - RECORD #407 DETAIL

Status :

[REDACTED]

Record Date :

1/30/2016

First Name :

Michele

Last Name :

Rollins

Stakeholder Comments/Issues :

This plan will destroy the town of Old Lyme Connecticut. It is completely unacceptable. I do NOT support the plan to destroy a town.

NEC DEIS Comments - RECORD #171 DETAIL

Status : ██████████
Record Date : 1/13/2016
First Name : Maureen
Last Name : Allegue
Stakeholder Comments/Issues :

Attached please find a letter from Edward P. Romaine, Supervisor of the Town of Brookhaven. The Supervisor's schedule did not permit him to attend the hearing. He would like to thank you for the opportunity to submit the attached comments.

Sincerely,

Maureen Allegue, Admin. Asst.
Town of Brookhaven
Office of the Supervisor
One Independence Hill
Farmingville, NY 11738
Phone (631)451-2425
mallegue@brookhaven.org

Attachments : DOC011316.pdf (105 kb)



Town of Brookhaven Long Island

Edward P. Romaine, Supervisor

January 12, 2016

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

Dear Ms. Reyes-Alicea,

Please allow this letter to serve as comments on the Tier 1 Draft Environmental Impact Statement of NEC Future, the proposed upgrade to the Northeast Corridor rail transportation spine.

I appreciate the efforts of the Federal Railroad Administration and have been a longtime supporter of increasing the use of rail to decrease highway traffic congestion and reduce our dependency on heavy trucks automobiles.

NEC Future is an ambitious plan "to upgrade aging infrastructure and to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger-rail service on the NEC for both Intercity and Regional trips, while promoting environmental sustainability and continued economic growth."

While I understand this EIS is a tiered approach, and "Tier 1" paints proposals with a broad brush, I believe it is critical for local input at this stage.

As the supervisor of the largest town in Suffolk County, and one that will be most affected by the proposed new segment of Alternative 3 to connect New York City to New Haven County, CT via Long Island, I have strong reservations with this \$300 billion alternative as proposed.

This route, as proposed, diverges south from the East River tunnels in Queens and continues "south and east through Queens County, near the LIRR Montauk Branch. Alternative 3 continues on aerial structure or embankment east from I-678 to Floral Park in Nassau County, east of the Cross Island Parkway. The alternative shifts in tunnel south adjacent to the LIRR Hempstead Branch, continuing east in trench through Garden City. Alternative 3 continues in trench east parallel to Stewart Avenue, through Eisenhower Park and the village of Levittown. The alternative continues in trench east, reconnecting with the LIRR Main Line in Farmingdale, and continues east, crossing in the Suffolk County, adjacent to the Main Line through Wyandanch, Brentwood, and Ronkonkoma. Alternative 3 shifts north near Long Island MacArthur Airport, crossing I-495 in tunnel and continuing typically on embankment or aerial structure north to Stony Brook. Alternative 3 transitions to trench and then into tunnel near Port Jefferson where the alternative continues across the Long Island Sound in tunnel, emerging in New Haven County, Connecticut."

Office of the Supervisor

One Independence Hill • Farmingville • NY 11738 • Phone (631) 451-9100 • Fax (631) 451-6677
www.brookhaven.org

The LIRR main line serves as the border between the towns of Brookhaven and Islip in Ronkonkoma, with the Ronkonkoma train station sitting on the Brookhaven side of the line. Any "shifting" north near Long Island MacArthur Airport, "crossing" of the Long Island Expressway (I-495), "continuing north to Stony Brook," or transition to "trench and then into tunnel near Port Jefferson" would have a clear and direct impact on the Town of Brookhaven, its nearly 500,000 residents, local businesses, schools, waterways, farmland, parkland, and open space.

The proposal includes an estimate of more than 500 acres of acquisition of developed land in Suffolk County, the majority of which would be in Brookhaven Town. The report also notes that prime farmland would be affected, a potential for "high ecological impact, particularly saltwater ESH, Essential Fish Habitat, and federally listed Threatened and Endangered species in Suffolk County, NY, and the associated Long Island Sound. Saltwater wetland impacts, totaling more than 400 acres, would occur with this route option, with the majority of those impacts occurring in Suffolk County, NY."

The goal of NEC Future is to improve the entire corridor. Thus, increasing and enhancing transportation between Washington, DC, Philadelphia, New York, Providence, and Boston. Constructing addition north/south tracks through a densely developed populated portion of Brookhaven Town will have long-term detrimental effects on the community with minimal direct benefits as the traffic passing along these tracks will be transient and not contribute to the local economy or tax base as no stops are proposed.

I recommend Alternative 3 not be considered unless the proposed segment through Long Island is eliminated entirely. Any improvements to rail transportation on Long Island should first serve to benefit the residents of the region. Proposals, such as electrification of the main line east of Ronkonkoma and the addition of a third track to the west, should be seriously considered before any proposal to use Long Island as a transportation bridge between New York and Boston.

Additionally, the FRA should generally consider upgrading capacity and improvements utilizing existing right-of-ways throughout the corridor to the maximum extent possible to minimize the impact on residents and the environment.

Again, I appreciate the efforts of the FRA and applaud the desire to enhance rail transportation in the Northeast Corridor. I look forward to additional alternatives and amendments to the proposal as the process moves forward.

If I can be of any assistance in this endeavor, or if you have any questions, please do not hesitate to contact me.

Sincerely,



Edward P. Romaine, Supervisor
Town of Brookhaven



Town of Brookhaven Long Island

Edward P. Romaine, Supervisor

January 12, 2016

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

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Printed on recycled paper

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Again, I appreciate the efforts of the FRA and applaud the desire to enhance rail transportation in the Northeast Corridor. I look forward to additional alternatives and amendments to the proposal as the process moves forward.

If I can be of any assistance in this endeavor, or if you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Edward P. Romaine". The signature is written in a cursive, flowing style.

Edward P. Romaine, Supervisor
Town of Brookhaven

NEC DEIS Comments - RECORD #2722 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Evelyn
Last Name : Roman

Stakeholder Comments/Issues :

To run a rail line through Old Lyme will ruin everything the people in Ct hold dear {prime wetlands,flora and wildlife and for WHAT !!!??? There is a shore line already which can't or just isn't maintained or upgraded. Start there.UCONN wants the new rail for convince what at the ruin of everything else.

NEC DEIS Comments - RECORD #1567 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : M.
Last Name : Romano

Stakeholder Comments/Issues :

Opposed to Alternative 1. It would destroy Old Lyme, CT and surrounding shoreline.

NEC DEIS Comments - RECORD #1084 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : Mary Ann

Last Name : Romano

Stakeholder Comments/Issues :

The impact of this proposal on the town of Old Lyme is unacceptable. We are a small town with little political pull, but the proposed track would go right through our historic, small downtown and would impact the art college on Lyme Street as well as the historic art museum nearby. We already have a swath of track that runs along the coast and through our wetlands, but the town has survived in spite of that (even without the benefit of a station or a stop in our town). The last thing we need is another rail corridor just a mile away.

NEC DEIS Comments - RECORD #927 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Chelsie

Last Name : Romulo

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

Hello,

I am writing you to express concern about a proposed railway line planned to go through Patuxent Research Refuge. The proposed disturbance would significantly reduce the ecosystem value this refuge provides to us and the wildlife the area sustains. Not only the construction, but the long-term noise and pollution impact will be unsustainable.

This refuge was designated for wildlife research back in the early 1900s by President Roosevelt. To continue this research properly, the refuge must remain undisturbed.

I understand it's easier to plan to go through an area currently without human population, but just as we need sensible public transportation, we also need a healthy environment to survive, and exploring already-disturbed areas should be a priority for this project.

Sincerely,

NEC DEIS Comments - RECORD #1414 DETAIL

Status :

Action Complete

Record Date :

2/14/2016

First Name :

Tammey

Last Name :

Rooney

Stakeholder Comments/Issues :

Alternative 1 is simply insufficient for long term growth and healthy economic development of the Northeast. Given the very real concerns for resiliency in the face of climate change, Alternative 1 is downright dangerous to the environment and to our economy. Long term opportunity lies in Alternatives 2 and 3.

NEC DEIS Comments - RECORD #1030 DETAIL

Status :

Action Complete

Record Date :

2/12/2016

First Name :

Rosalind

Last Name :

Roosevelt

Stakeholder Comments/Issues :

Please REMOVE Alternative 1 from the NEC Future plan to destroy the town and retail spaces for Old Lyme, CT for a new Rail line. I love trains but this is truly an amazingly UnAmerician plan.

Thank you,

Rosalind H Roosevelt

NEC DEIS Comments - RECORD #1447 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Thomas

Last Name :

Root

Stakeholder Comments/Issues :

The very suggestion to run a rail line through the heart of Old Lyme, Conn., is utterly outrageous. The area is one of the nation's most historically significant art sites. This has to be explained?

NEC DEIS Comments - RECORD #1453 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Amy

Last Name :

Roper

Stakeholder Comments/Issues :

Old Lyme is my hometown. A high speed rail through the heart of this Historic town is heart breaking. This needs to be rethought out.

NEC DEIS Comments - RECORD #388 DETAIL

Status :

Action Completed

Record Date :

1/29/2016

First Name :

Christy

Last Name :

Rose

Stakeholder Comments/Issues :

I live on Flanders Road. Where would the station go?? If it is across from the 500 section of the road? I don't want a train station on my road. We have enough traffic with the normal people.

NEC DEIS Comments - RECORD #187 DETAIL

Status : Pending
Record Date : 1/15/2016
First Name : David
Last Name : Rosenberg

Stakeholder Comments/Issues :

I believe rail travel along the Northeast Corridor is very important and should be made to be a shining example of high-speed rail travel not just for the US, but for the world. To that end, I believe Alternative 3 would do this, and I fully support the alternative.

I live in the DC area, however, so more than anything, I support what is proposed in that plan for the DC to New York corridor. I especially like moving the Baltimore Station to a more central location, and the redesign of DC's Union Station.

NEC DEIS Comments - RECORD #1860 DETAIL

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

I am writing to voice my opposition to Alternative 1 which would destroy the character of the town of Old Lyme, Connecticut. It would negatively impact our quality of life as it also impacts our school and library as well as our historic districts. Thank you for reconsidering this alternative.

Regards,

Nancy L. Roser

[REDACTED]
South Lyme, Ct. 06376

NEC DEIS Comments - RECORD #373 DETAIL

Status :

Action Completed

Record Date :

1/29/2016

First Name :

Carolyn

Last Name :

Ross

Stakeholder Comments/Issues :

Alternative 1 would decimate Old Lyme town.

Alternative 2 would be the best choice, because it would connect Hartford with Providence - more riders would be accessible to service.

Yes for Alt 2

NEC DEIS Comments - RECORD #732 DETAIL

Status :

Completed

Record Date :

2/10/2016

First Name :

Steven A.

Last Name :

Ross

Stakeholder Comments/Issues :

To whom it may concern,

I would like to know who developed the proposal for NEC Future Alternative 1. Also, I would like to know if the person, or persons, who included this alternative actually visited and physically looked at what their proposal would destroy and disrupt.

Thank you.

Steven A. Ross

Old Lyme, CT

Sent from my iPad

NEC DEIS Comments - RECORD #2568 DETAIL

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

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal. It makes no sense to destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Find another route."

NEC DEIS Comments - RECORD #2300 DETAIL

Status : ~~Action Complete~~
Record Date : 2/15/2016
First Name : Wendyl
Last Name : Ross
Stakeholder Comments/Issues :

Do not go through the Historic Area of Old Lyme, CT!

NEC DEIS Comments - RECORD #1559 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,
Kathy Rossen

NEC DEIS Comments - RECORD #2542 DETAIL

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

Dear Federal Rail Administration,

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

More significantly your EIS shows that this will have a negative impact on Long Island Sound's coast in this region.

NEC DEIS Comments - RECORD #2542 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Michael
Last Name : Rossi
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

More significantly your EIS shows that this will have a negative impact on Long Island Sound's coast in this region.

NEC DEIS Comments - RECORD #622 DETAIL

Status :

[REDACTED]

Record Date :

2/9/2016

First Name :

Emery

Last Name :

Roth

Stakeholder Comments/Issues :

I am a supporter of public transit in CT. I don't live near the Lyme historic and scenic areas that would be destroyed by this project. However, this plan is an insensitive outrage that raises questions of all those involved in directing this project. This plan destroys CT treasures that can never be replaced. Shame!

NEC DEIS Comments - RECORD #585 DETAIL**Status :** [REDACTED]**Record Date :** 2/7/2016**First Name :** Thomas**Last Name :** Roth**Stakeholder Comments/Issues :**

Any plans that involve rerouting the already existing tracks at the Connecticut River crossing are absurd. Your plan to decimate historical, beautiful, natural wildlife that has attracted even French impressionist painters for hundreds of years is disgusting. As it stands your plan is to cut through Old Lyme's historic district passing within feet of a building that is famous amongst townfolk for having housed George Washington himself for a night while traveling through town. As this plan stands you can expect to meet heavy resistance from environmentalists and property owners alike for years to come. Any representative that chooses to endorse modifications to the Old Lyme Connecticut River crossing can expect to lose my vote.

NEC DEIS Comments - RECORD #2638 DETAIL

Status :

action completed

Record Date :

2/16/2016

First Name :

Joanne

Last Name :

Roy

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2945 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Nancy

Last Name : Roy

Stakeholder Comments/Issues :

As a Palmer, Ma. resident I strongly urge your consideration of high speed rail service via Palmer and Springfield in future rail plans. Thank you for your consideration.

NEC DEIS Comments - RECORD #969 DETAIL

Status :

Review Completed

Record Date :

2/11/2016

First Name :

Richard

Last Name :

Royston

Stakeholder Comments/Issues :

I am writing to state my objection to the proposed Alternative 1 plan. Not only will it destroy the atmosphere of this quiet Connecticut town - along with its historic buildings - it will also blight one of the most unspoiled areas of natural beauty in New England. If this goes ahead it will be a travesty.

NEC DEIS Comments - RECORD #981 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Tricia

Last Name : Royston

Stakeholder Comments/Issues :

Any proposal to run a rail line of any sort through the heart of Old Lyme, Connecticut is appalling. It would destroy one of the most beautiful and historic towns in the United States.

Tricia Royston

[REDACTED]

Madison, CT 06443

February 11, 2016

Rebecca Reyes-Alicea
Northeast Corridor Program Manager
USDOT, Federal Railroad Administration
Office of Railroad Policy
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Ms. Reyes-Alicea:

Regional Plan Association (RPA) appreciates the opportunity to offer testimony to the Federal Railroad Administration in response to the Northeast Corridor (NEC) Future Tier I Draft Environmental Impact Statement (DEIS), referred to as the NEC FUTURE DEIS in the following text.

Evaluation of DEIS Findings and Alternatives

RPA strongly supports the investments proposed in Alternatives 1 and 2, which would bring the NEC to a state of good repair and address major bottlenecks. The first priority must be to create a solid foundation to build upon by restoring all part of the NEC to a state of good repair.

To tap into the full market potential of the Northeast corridor, **RPA recommends that the FRA pursue Alternative 3, with the following conditions:**

- 1. The initial focus should be on high-speed rail (HSR) for the southern alignment, with two dedicated tracks (all or part of the distance) between New York City and Washington, D.C.**
- 2. The two new dedicated HSR tracks between New York City and Boston for the northern alignments require further analysis before either should move forward.** This analysis should also include the consideration of a third alignment – two new tracks along the existing New Haven Line – which might be superior to the Long Island or inland alignments.
- 3. A more thorough analysis of market demand in the corridor is needed, which should include an assessment of the potentially transformative impacts of higher- and high-speed rail services.**

The Northern Alignments

With regard to the northern alignments, the findings of the NEC FUTURE DEIS don't examine the alignment options in sufficient detail and with defensible assumptions to support or reject any northern alignments at this time. RPA questions many of the assumptions made in this analysis and its completeness, and doesn't wish to foreclose the possibility of either of the two new dedicated HSR northern alignments and/or additional improvements to the New Haven Line to support HSR and the exploration of yet unidentified options. We respectfully request that the FRA further investigate the New York City-to-Boston alternatives to understand the benefits, costs and implications of three

alignment alternatives, including the New Haven Line. Particular attention should be given to the potential market for high-speed service given current and potential development patterns and current and potential transit connection options along each of the three northern alignments.

HSR Ridership Demand and Economic Benefits

The current analysis doesn't account for a host of ridership opportunities that could be created with high-speed intercity connections with local transit systems, airport /rail connections, and travel generated by greater economic activity in detail for each northern alignment. The economic benefits of intercity service are assessed for each northern alignment in the DEIS , but construction/O&M job growth, travel time benefit for regional services, greater connectivity to air-to-rail, and general increases in economic activity aren't explored in detail. We strongly recommended pursuing a detailed analysis of these costs and benefits for each of the northern alignments.

Further study of the northern alignments is needed to understand the following:

1. The extent to which the right-of-way can be grade-separated, either above or below ground, to speed service, albeit at higher costs and the accompanying effects or benefits of this separation.
2. The extent to which the right-of-way can avoid existing development, particularly residential neighborhoods.
3. The extent to which development can be built to not interfere and even improve existing commuter regional services.

Phasing and Implementation

The NEC FUTURE DEIS doesn't provide a set phase or implementation timeline for improvements, stating they will be explored in the final environmental impact statement. Given the additional costs associated with extending timelines for major capital construction, **RPA recommends that the implementation timeline should not be drawn out and that the number of phases should be limited.**

Principles to Guide Future NEC Investment (response to Purpose and Need)

RPA suggests the following principles to guide the FRA in evaluating the benefits of the high-speed rail action alternative (Alternative 3) and possible alignments. As articulated in the NEC FUTURE DEIS, the Northeast intercity rail system is in need of hundreds of millions of dollars of additional investments annually just to maintain current service levels and without addressing the state of good repair backlog. Any long-term investment plan for the NEC should begin with bringing the railroad up to a state of good repair. Additional investments to enhance the capacity for intercity service should favor those locations, typically metropolitan areas, with a robust transit ridership to complement and interact with intercity service. Near-term and mid-term investments for alignments and stations should support economic growth in existing large and medium-sized cities in the NEC. Longer-term investments should not only continue to support these locations but also should be used to transform areas that encourage and support compact urban development.

Commuter Service

Intercity rail improvements must accommodate the operational and market needs of commuter services. While intercity rail services are important, helping to decongest interstate highways and airports, the volume of travel within urban areas far exceeds that of all intercity travel. Amtrak today carries 11.6 million people per year between Boston and Washington, the full length of the NEC.¹ By comparison, NJ Transit - one of three railroads in the New York metropolitan area - alone carries an estimated 85.6 million riders annually.² Seven other transit operators also use the NEC to provide commuter rail services between Washington and Boston. Acknowledging the demand on commuter rail services and accommodating these operators is necessary for an accurate modeling of the capacity and determination of investments needed for seamless mixed operation of intercity and regional services.

Air-Rail Diversion

Higher- and high-speed rail services should be designed to capitalize on proximity of the NEC to adjacent airports to establish multi-modal connectivity. Currently, this is possible in Baltimore, Philadelphia, Newark and Providence, but not for other major airports in the region, most notably John F. Kennedy Airport. But even with new air-rail connections, our analysis indicates that high- and higher-speed rail wouldn't have a significant effect on airport congestion overall. It is only in the Boston-New York/LaGuardia market where those connections could have a substantial impact, and that air market represents a small share of airport congestion in New York and in the Northeast.³

Cost

Project costs must be controlled, and the NEC FUTURE DEIS doesn't explore potential cost-saving measures by minimizing phasing or through the use of various financing and project delivery alternatives. Additionally, by being operator neutral, the NEC FUTURE DEIS is limited in a detailed assessment of operation costs. **RPA recommends the NEC FUTURE DEIS more fully assess capital and operation cost reductions measures, expanding the scope of the DEIS to explore innovative financing and procurement strategies.**

Economic Effects and Growth, and Indirect Effects

The transformative economic benefits of faster rail travel are understated in the Tier 1 DEIS. **RPA recommends the FRA more closely investigate the travel time savings and cost savings resulting for the regional commuter services that share the corridor with Amtrak rather than the simplified User Benefit metric.** Reduced wait time for regional services is an insufficient metric to base the analysis. The reliability of infrastructure on the corridor and higher speed of the service will boost on-time

¹ Amtrak, (2014), *Amtrak National Facts*,

<https://www.amtrak.com/servlet/ContentServer?c=Page&pagename=am%2FLayout&cid=1246041980246>

² New Jersey Transit, (2014), *NJ Transit Facts at a Glance: Fiscal Year 2014*,

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³ RPA, (2011), *Upgrading to World Class: the Future of the New York Region's Airports*,

<http://library.rpa.org/pdf/RPA-Upgrading-to-World-Class.pdf>

performance and reduce overall travel times, not only passenger wait time. Commuter rail services also will benefit from improvements made to the corridor, services that provide travel for more daily passengers than intercity alone. Additionally, as shown under *Economic Growth* in Chapter 3 each major market has its own associated economic costs and benefits, applying a single (and low) metric for travel time savings per hour of \$13.20, for all geographies, is potentially understating the benefits of each alternative. Assessing the travel time savings resulting from improvements to NEC that create greater reliability of regional services in detail for each alternative will help to better distinguish the alternatives in the final cost benefit analysis. Furthermore, separating the benefits of each northern alignment for Alternative 3, as was done for the intercity analysis, should be done for regional rail.

In addition to understating the benefits for regional markets by reducing travel times, the NEC FUTURE DEIS is limited in assessing the future population and job access to the major employment markets of each alternative. The assessment of population and employment growth described the *Potential Indirect Effects in the Three Metropolitan Areas and Representative Station Areas* in Chapter 6 is very cursory for each alternative, and especially Alternative 3, as it doesn't include any detailed assessment of the northern alignment alternatives. Additionally, the analysis lacks detail for future job and resident access to key markets served along the corridor, especially the central business districts of Boston, New York, Newark, Philadelphia, and Washington, D.C., since representative station areas only include Baltimore, Hartford and Ronkonkoma. Reporting future resident and job access by station should be done using the base projections reported in Chapter 6. Incorporating future population and employment growth into ridership estimates will improve the assessment of alternatives for the final cost-per-rider comparison.

Lastly, there is some mixing of timelines for the economic benefits and project costs. Construction and O&M jobs benefits are calculated for a 20-year construction period, while capital construction costs have been estimated for a 25-year timeframe. Additionally, the monetized value for travel time savings are annualized but not cumulative in a similar timeframe as the construction timeline, yet presumably the lifespan of the time savings benefits would extend far beyond 2040. Additionally, these travel time savings are calculated for ridership estimates that don't incorporate future population and job growth along the corridor. **RPA recommends that the monetized benefits of job growth and travel time savings are assessed alongside project costs for a consistent timeframe for all alternatives and alternative alignments.**

Summary of Recommendations

While RPA supports the NEC FUTURE study, the FRA should further refine and expand the study's methodology and technical analysis. Specifically:

1. The FRA should pursue Alternative 3, with the following conditions:
 - a. Initial focus should be on HSR for the southern alignment, two dedicated tracks (all or part of the distance) between New York City and Washington, D.C.
 - b. Further investigation is required for northern portion between New York City and Boston. This analysis should include an assessment of the full costs and benefits of each

alignment, as well as the consideration of a third alignment of two new tracks along the existing New Haven Line.

- c. Further investigation is required of potential demand for HSR in all markets.
2. In the FEIS, the implementation timeline shouldn't be drawn out, and the number of phases should be limited.
3. The FEIS should assess capital and operation cost reductions measures, expanding the scope of the DEIS to explore innovative financing and procurement strategies.
4. There should be a detailed investigation of the travel time savings and cost savings resulting for the regional commuter services that share the corridor with Amtrak rather than the simplified User Benefit metric.
5. Monetized benefits of job growth and travel time savings should be assessed alongside project costs for a consistent timeframe for all alternatives and alternative alignments.

Richard Barone, RPA's vice president for transportation, will gladly discuss this effort with you further. He can be reached at rbarone@rpa.org or at 212-253-2727.

NEC DEIS Comments - RECORD #3087 DETAIL

Status : ██████████
Record Date : 2/29/2016
First Name : Alyssa
Last Name : Pichardo
Stakeholder Comments/Issues :

Hi,

I'm responding to a call from Michael Babbin earlier this month - I apologize for the delay but I was out of town on a family emergency and was unable to address the issue of the file security earlier. I've attached an unsecured version of the testimony so Mr. Babbin should be able to add it to your database.

Feel free to email or call if there are any outstanding issues.

Thank you,

Alyssa Pichardo
Associate Planner, Transportation
Regional Plan Association
4 Irving Place, 7th Floor
New York, NY 10003
p. 917.546.4318

[cid:image001.png@01D16FCE.DC4AF0E0]
May 6, 2016 | The Waldorf-Astoria, New York
Register Today at <http://assembly.rpa.org><<http://assembly.rpa.org>>

From: Alyssa Pichardo
Sent: Friday, February 12, 2016 3:23 PM
To: 'comment@necfuture.com'
Subject: Regional Plan Association comments in response to FRA NEC Future Tier I DEIS

Dear Ms. Reyes - Alicea,

Please see the attached document regarding the Regional Plan Association's comments on the NEC Future Tier I Draft Environmental Impact Statement.

We appreciate your time and thank you for the opportunity to comment on this key transportation project for the tri-state region.

Thank you,

Alyssa Pichardo
Associate Planner, Transportation
Regional Plan Association
4 Irving Place, 7th Floor
New York, NY 10003
p. 917.546.4318

[cid:image001.png@01D16FCE.DC4AF0E0]

May 6, 2016 | The Waldorf-Astoria, New York

Register Today at <http://assembly.rpa.org><<http://assembly.rpa.org/>>

Attachments :

RPA Comments in Response to Northeast Corridor Future Tier 1 DEIS.pdf
(186 kb)

February 11, 2016

Rebecca Reyes-Alicea
Northeast Corridor Program Manager
USDOT, Federal Railroad Administration
Office of Railroad Policy
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Ms. Reyes-Alicea:

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With regard to the northern alignments, the findings of the NEC FUTURE DEIS don't examine the alignment options in sufficient detail and with defensible assumptions to support or reject any northern alignments at this time. RPA questions many of the assumptions made in this analysis and its completeness, and doesn't wish to foreclose the possibility of either of the two new dedicated HSR northern alignments and/or additional improvements to the New Haven Line to support HSR and the exploration of yet unidentified options. We respectfully request that the FRA further investigate the New York City-to-Boston alternatives to understand the benefits, costs and implications of three

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<https://www.amtrak.com/servlet/ContentServer?c=Page&pagename=am%2FLayout&cid=1246041980246>

² New Jersey Transit, (2014), *NJ Transit Facts at a Glance: Fiscal Year 2014*,

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Summary of Recommendations

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5. Monetized benefits of job growth and travel time savings should be assessed alongside project costs for a consistent timeframe for all alternatives and alternative alignments.

Richard Barone, RPA's vice president for transportation, will gladly discuss this effort with you further. He can be reached at rbarone@rpa.org or at 212-253-2727.

NEC DEIS Comments - RECORD #644 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Kevin

Last Name : Ruane

Stakeholder Comments/Issues :

Don't worry so much about Connecticut but the south end of NEC is slowest with 50 mph curves in Philadelphia and 30 mph tunnels in Baltimore. Make a list of every slow area and straighten the slow curves. Just that will save 1 hour +.!

NEC DEIS Comments - RECORD #819 DETAIL

Status : ██████████
Record Date : 2/11/2016
First Name : Alister A.
Last Name : Rubenstein
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 on behalf of my family in opposition to Alternate 3 in your rail plan. I particularly want my 1 year old son to grow up in a society that protects wildlife and natural resources...

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

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

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

Sincerely,

Alister A. Rubenstein
Silver Spring, MD

NEC DEIS Comments - RECORD #809 DETAIL

Status :

Action Complete

Record Date :

2/11/2016

First Name :

Barb

Last Name :

Ruble

Stakeholder Comments/Issues :

Please see the attachment for my comments on the draft EIS rail investment plan.

Thank you.

Barb Ruble

Attachments :

Comments on Draft EIS.pdf (56 kb)

Barbara Jo Ruble [REDACTED], Baltimore, MD 21230 [REDACTED]

February 11, 2016

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 is unconscionable and would set a dangerous precedent for the country's
most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives
to ruining a wildlife refuge exist. Please choose an alternate that does not disturb a national
treasure.

Sincerely,



Barbara Jo Ruble

NEC DEIS Comments - RECORD #2700 DETAIL

Status :

Unread

Record Date :

2/16/2016

First Name :

Joel

Last Name :

Rucker

Stakeholder Comments/Issues :

I do not agree with the new tracks coming thru town. It would destroy the ambiance of the town.

NEC DEIS Comments - RECORD #1988 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Stacey

Last Name :

Rudnick

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #6 DETAIL

Status :

Letter Completed

Record Date :

11/10/2015

First Name :

Zach

Last Name :

Rudnick

Stakeholder Comments/Issues : I think the first thing is to increase and electrify all Northeast Corridor routes. By that I mean Amtrak regional services to Virginia and the Inland Route between New Haven, Springfield, and Boston.

Attachments :

ZachRudnick Original.pdf (1 kb)

NEC DEIS Comments - RECORD #6 DETAIL

Status : [REDACTED]

Record Date : 11/10/2015

First Name : Zach

Last Name : Rudnick

Stakeholder Comments/Issues : I think the first thing is to increase and electrify all Northeast Corridor routes. By that I mean Amtrak regional services to Virginia and the Inland Route between New Haven, Springfield, and Boston.

NEC DEIS Comments - RECORD #7 DETAIL

Status :

Revision Complete

Record Date :

11/10/2015

First Name :

Zach

Last Name :

Rudnick

Stakeholder Comments/Issues :

I think the first thing to do is increase services and electrify all Northeast Corridor routes. By that I mean Amtrak regional services to Virginia and the Inland Route between New Haven, Springfield, and Boston.

Attachments :

ZachRudnick2 Original.pdf (1 kb)

NEC DEIS Comments - RECORD #7 DETAIL

Status :

[REDACTED]

Record Date :

11/10/2015

First Name :

Zach

Last Name :

Rudnick

Stakeholder Comments/Issues :

I think the first thing to do is increase services and electrify all Northeast Corridor routes. By that I mean Amtrak regional services to Virginia and the Inland Route between New Haven, Springfield, and Boston.

NEC DEIS Comments - RECORD #2478 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Richard
Last Name : Rudolph

Stakeholder Comments/Issues :

Attached please find the Rail Users' Network response to the NEC Future Tier I Draft EIS.

Richard Rudolph, Ph.D
Chairman, Rail Users' Network

[REDACTED]
[REDACTED]
Portland, ME 04103

RAIL USERS' NETWORK STATEMENT REGARDING NEC FUTURE PROCESS 2-16-16

The Rail Users' Network (RUN) is a not-for-profit organization that advocates for Amtrak, commuter rail and rail transit riders in the United States and Canada. Our membership consists of rail advocacy organizations, transit advisory committees, and concerned rail and transit riders. Through our conferences, *the RUN Newsletter* and other activities, we promote "best practices" for advocates, managers and planners.

We are deeply concerned about the current state of repair of the entire NEC. While we understand the future capacity needs of the NEC, we also understand that it is not only used for Amtrak trains that stay within its boundaries, but also for trains that travel as far as Chicago, Miami and New Orleans. We also understand that it is used by hundreds of thousands of daily commuters on New Jersey Transit, SEPTA, MARC, Metro North and other systems. The number of riders on these systems greatly exceeds the number of Amtrak riders in the NEC, and it is vital to all riders that the NEC and connecting lines be brought to a state of good repair before grandiose projects are built.

Today's NEC is plagued by a number of difficulties that are approaching, or have reached, crisis level. New York's Penn Station and the trains that go there from New Jersey are constantly beset by power outages, congestion, and inefficient operation. The existing North River Tunnels were damaged by Hurricane Sandy, with no plan to build additional tunnel capacity except Gateway. At least one more tunnel, if not two, must be built as soon as possible. The antiquated and non-standard power and signal systems in use there have no place on a modern railroad. Portal Bridge in nearby New Jersey is an unreliable choke point, but Gateway pushes for two new spans, when one will be sufficient. Further south, the 1873-vintage Baltimore Tunnel is a choke point and a security hazard. Further north, Metro-North track in Connecticut is not up to the appropriate standard for track on such a heavily-used line as the NEC. In Massachusetts, the MBTA has filed an action to have the PRIIA §212 declared illegal.

Before any grand plan is implemented, it is necessary to fix the existing problems on the NEC: tunnels to New York Penn Station, Portal Bridge, the Baltimore Tunnel, track improvements on the Metro-North-owned portion of the line, and equitable financial arrangements for "commuter" railroads which operate on the NEC. We are also concerned about the planning frontier of 2040. According to Amtrak, the existing North River Tunnels must be taken out of service for repairs no later than 2034. The Gateway project calls for new tunnels, with no promise earlier than 2030. This is an unreasonable risk to the mobility of the region. We call for the entire NEC to be upgraded to a state of good repair that is appropriate for a modern passenger railroad, before any further plans are made. **FIX IT FIRST!**

RICHARD RUDOLPH, Ph.D., Chairman

Rail Users' Network – Box 8015, Portland, ME 04104

NEC DEIS Comments - RECORD #1202 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Bill and Sandra

Last Name :

Rueb

Stakeholder Comments/Issues :

As residents of Old Lyme, the Tier 1 Draft Environmental Impact Statement does not consider the ecological and sociological damage from the proposed Amtrak route. Surely, planners can develop a less devastating route for the train and a bridge which will could be located adjacent to the current one so that no land needs to be seized by Eminent Domain. We are heartsick by the thought that Old Lyme will be cut in half with railroad tracks. We have protected marshlands, swallows which return yearly as they migrate south and beautiful historic buildings which will be impacted. Please re-consider the plan.

Many thanks, Bill and Sandra Rueb

NEC DEIS Comments - RECORD #454 DETAIL

Status :

Record Date : 2/1/2016

First Name : Sandra Y.

Last Name : Rueb

Stakeholder Comments/Issues :

Please note specifics of how the proposed Amtrak route will bisect the historic district of Old Lyme. This is

Dear Amtrak Planners for NEC future routes and Connecticut Senators,

I wanted to bring to your attention several significant errors I discovered the Tier 1 Draft Environmental Impact Statement (EIS) prepared by the Railroad Administration (FRA) for the Northeast Corridor (NEC) Future Project related to impacts to Old Lyme.

Specifically, Appendix E.09: Cultural Resources and Historic Properties, Table 1, incorrectly lists the impacts to Cultural and Historical properties in New London County by the Alternative routes being evaluated. I have attached the link to that document:

http://www.necfuture.com/pdfs/tier1_deis/appendix/app_e09.pdf

For example, in the section of Table 1 listing "Environmental Consequences" on "CT - New London County" (page 7) it states that the impact of Alternative 1 to the "Old Lyme Historic District" is the "same as existing NEC", which is clearly incorrect. As you know, the existing section of the NEC rail has a more southerly route through Old Lyme and does not pass through the town center or the Old Lyme Historic District - whereas the Alternative 1 proposal goes through the town center and bisects the Historic District!

There are other errors in the Table as well. Highlighting these errors in comments submitted to the FRA is important because the FRA cannot ignore

data errors in their report! This is particularly relevant in the context of specific legal requirements to which they must adhere, for example: Section 106 of the National Historic Preservation Act (NHPA), as well as Connecticut General Statutes, Section 10-386-1 to 10-386-5.

I am also attaching GIS maps comparing the different rail routes through Old Lyme of the Alternative 1 proposal versus the existing NEC rail - with and without the area of the Old Lyme Historic District highlighted as well. It may be helpful to attach these or similar maps to comments submitted.

Please note highlighted data errors with respect to Appendix E.09: Cultural Resources and Historic Properties, Table 1, since they can most authoritatively represent the Old Lyme Historic District.

Please note errors in your proposed plan and find a way not to destroy the town of Old Lyme. Thanks in advance for your consideration,

Bill and Sandra Rueb,

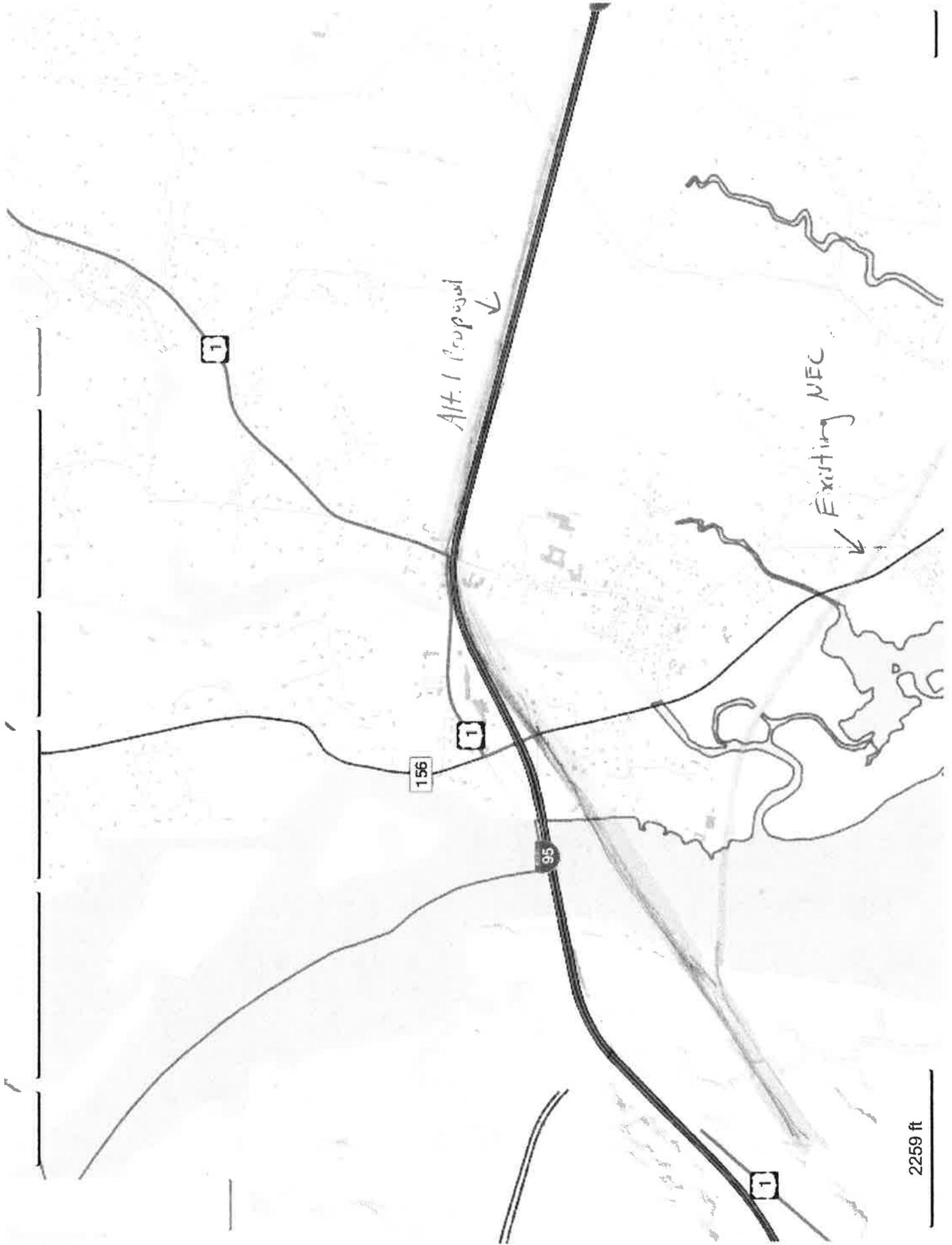
51 Lieutenant River Lane

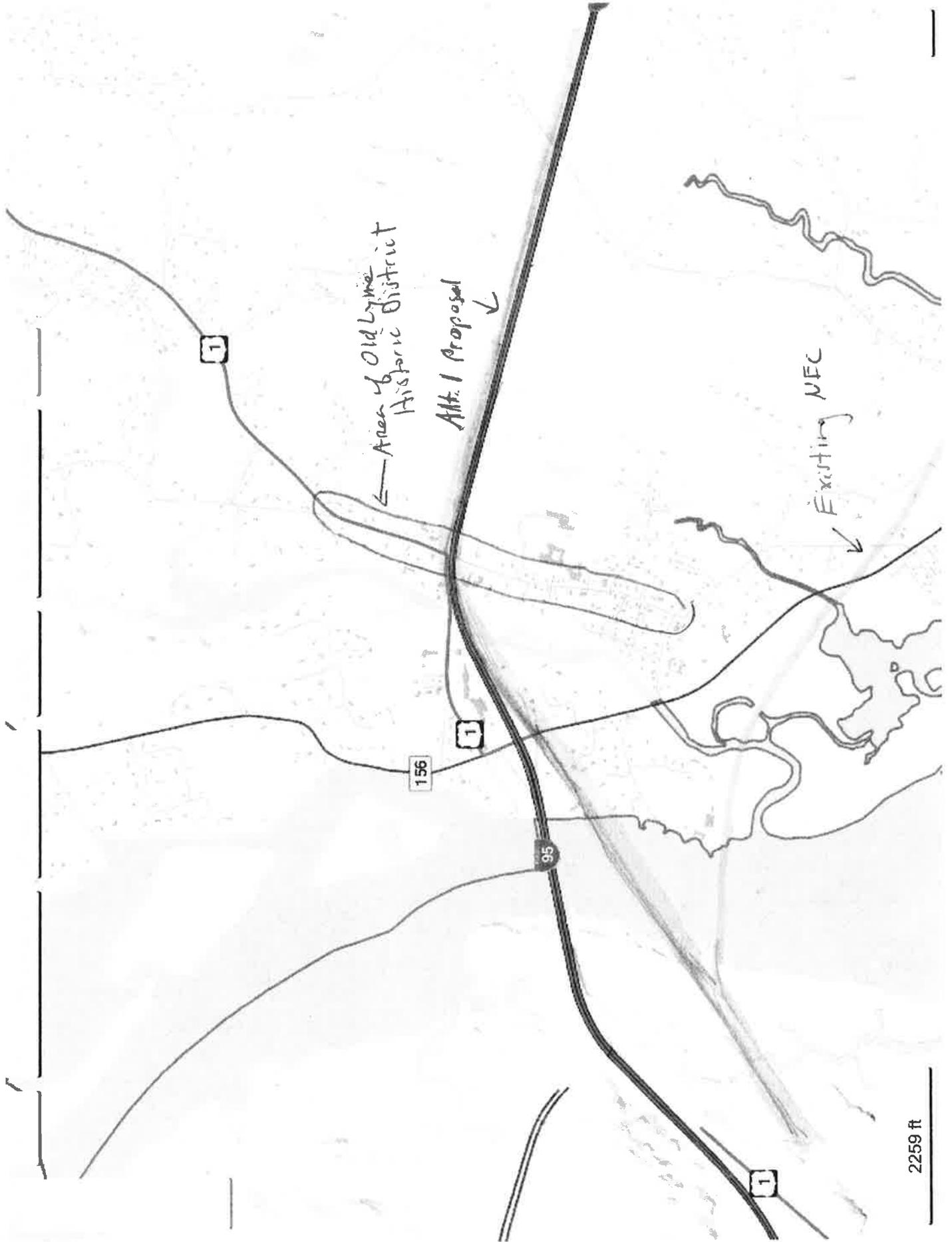
Old Lyme, CT 06371

Attachments :

Map of Alt 1 vs existing NEC thru Old Lyme.pdf (946 kb)

Map of Alt 1 and existing NEC routes - with Historic Dist.pdf (972 kb)





NEC DEIS Comments - RECORD #455 DETAIL

Status : [REDACTED]
Record Date : 2/1/2016
First Name : Sandra Y.
Last Name : Rueb
Stakeholder Comments/Issues :

As residents of Old Lyme, we are disheartened by the proposed changes in the Amtrak route which would negatively impact the town of Old Lyme and disturb the estuaries nearby. We selected this quiet community for its beauty and tranquility. We don't need a train running next to the Old Lyme Shopping Center which comes at an exorbitant cost.

As you can see, we live along the Lieutenant River which is a beautiful spot that resonates with visitors to The Florence Griswold Museum, nearby inns, and kayakers and fishermen who enjoy this beautiful spot along with the wildlife who inhabit the area.

You have wasted taxpayer dollars for a small proposed return and you have disregarded residents and their representatives during the planning phase. Shame on you! As taxpayers and voters we are furious.

Please consider residents of our town when you amend your plan and plan for a higher railroad bridge across the Connecticut River, if this is the issue.

Many thanks for your consideration,

Bill and Sandra Rueb

Sandra Y. Rueb

William G. Rueb

[REDACTED]

Old Lyme, CT. 06371

[REDACTED]

[REDACTED]

NEC DEIS Comments - RECORD #511 DETAIL

Status : Action Complete

Record Date : 2/3/2016

First Name : Sandra & Bill

Last Name : Rueb

Stakeholder Comments/Issues :

This plan of rerouting Amtrak through the town of Old Lyme is ill-advised. There will be ecological damage to the environment both wild life and plants as well as a drastic change to our beautiful community. We live next to the Lieutenant River which will be totally destroyed by both the noise and construction. Naturally, this will devalue our properties and destroy our town center. Please re-think the strategy and build a higher bridge in its present location. Bill and Sandra Rueb

NEC DEIS Comments - RECORD #1464 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Heather

Last Name : Rumm

Stakeholder Comments/Issues :

I strongly disagree with the new proposal to put new tracks that cut through Old Lyme, CT. This idea will destroy historic buildings and homes. it would also destroy the town ideal of open space, conservation and preserving heritage. This is completely inconceivable.

NEC DEIS Comments - RECORD #1471 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Philip

Last Name : Rumm

Stakeholder Comments/Issues :

I am strongly against this railroad construction. Destroying the quaint, historical town of Old Lyme does not seem to balance with saving train passengers 30 minutes of travel time. At a cost of \$66 billion dollars for construction this would translate to a cost of 2.2 billion dollars per minute of travel saved. Does this make economic sense? How many homes and businesses would be torn down? How will schools be effected? How will Old Lymes environment be preserved?

NEC DEIS Comments - RECORD #2686 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Sue

Last Name :

Rummel

Stakeholder Comments/Issues :

I oppose Alternative 1 as it would greatly impact the Old Lyme Art Academy

NEC DEIS Comments - RECORD #1223 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Martha

Last Name :

Rumskas

Stakeholder Comments/Issues :

They just built a new bridge in Niantic! Will this go to waste!! Do they really think they can tear apart Old Lyme's Historic district? I would almost think that some big, rich , developer wants the water front land to build mansions on the water or condos at the price of ruining the lives and historic wealth of Old Lyme!

NEC DEIS Comments - RECORD #419 DETAIL

Status : [REDACTED]

Record Date : 1/30/2016

First Name : Martha

Last Name : Rumskas

Stakeholder Comments/Issues :

Just improve the line that exists. Old Lyme is the oldest town on this side of the river. This would be a great loss to the history of CT. We are not a commercial based town. Change it in a larger town! They are insane!!! I have lived here 42 years. I have seen this town change and not all for the better. This cannot happen!

NEC DEIS Comments - RECORD #1236 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Tina

Last Name :

Rupp

Stakeholder Comments/Issues :

The new segment of rail proposed for the NEC will greatly disrupt the beauty and peacefulness of this historic area of the country. I propose leaving the NEC as it is and instead build a line that goes from NYC up through Hartford and on to Boston. The biggest problem is getting from Boston to NYC quickly. I live in Old Saybrook and it is only a quick 2 hour trip to either city, it is fast and easy just as it is. I work in NYC and have clients come from Boston to NYC frequently and they have no problem with Amtrak as it is. They say that it is an easy trip.

NEC DEIS Comments - RECORD #385 DETAIL

Status :

[REDACTED]

Record Date :

1/29/2016

First Name :

Pam

Last Name :

Russell

Stakeholder Comments/Issues :

This plan will destroy and distort the historic community here in Old Lyme. Leave the tracks where they currently are. As a resident of Old Lyme I am completely opposed to this plan!

NEC DEIS Comments - RECORD #1676 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Shelley

Last Name : Russell

Stakeholder Comments/Issues :

I am against the tier 1 draft as it will adversely affect the historic and beautiful Lyme street. It will lower the house values in old Lyme and displace people from their homes.

NEC DEIS Comments - RECORD #108 DETAIL

Status : Pending

Record Date : 1/6/2016

First Name : Alissa

Last Name : Russin

Stakeholder Comments/Issues :

DO NOT BUILD ON TOP OF VITAL BRUSH AND FOREST. Build on top of abandoned train work or roads.

NEC DEIS Comments - RECORD #2695 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Debra

Last Name : Russo

Stakeholder Comments/Issues :

Absolutely Not.. Keep our shoreline towns as charming as they are... also can be very dangerous,
The train ride thru these shoreline towns are just
beautiful.. Who thinks up these crazy ideas !!!!

NEC DEIS Comments - RECORD #1955 DETAIL

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

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #367 DETAIL

Status : **Action Completed**

Record Date : 1/29/2016

First Name : Peter S.

Last Name : Palmer

Stakeholder Comments/Issues :

Sincerely,

Kenneth Wedeen, AICP/ PP

Supervising Transportation Planner

Somerset County Planning Division

P.O. Box 3000

Somerville, NJ 08876

Telephone: 908-231-7021 Extension 7239

Fax: 908-707-1749

wedeen@co.somerset.nj.us<mailto:wedeen@co.somerset.nj.us>.

<http://www.co.somerset.nj.us/planweb/index.htm>

Please consider the environment before printing this email

Somerset County, New Jersey * 1688-2013 * Celebrating 325 Years

[cid:image001.jpg@01D15A8D.73BF9900]

Attachments : rvrclettertonecfuture021516.pdf (37 kb)

OFFICERS

Peter S. Palmer
Chairman

Thomas Jardim
Vice-Chairman

Jack P. McDougal
Recording Secretary

RARITAN VALLEY RAIL COALITION
C/O SOMERSET COUNTY PLANNING BOARD
20 GROVE STREET • P.O. BOX 3000
SOMERVILLE, NEW JERSEY 08876-1262
(908) 231-7021 • FAX (908) 707-1749
rvrc@co.somerset.nj.us



February 15, 2016

TRUSTEES

Freeholder Matthew Holt
Hunterdon County

George M. Ververides
Director of County Planning
Middlesex County

Freeholder Bette Jane Kowalski
Union County

Robert Fazen
Bound Brook Borough

John Lazarus
Clinton Township

Martin Robins
Union County

NEC Future
USDOT Federal Railroad Administration
One Bowling Green
Suite 429
New York, NY 10004

Re: Comment on Northeast Corridor Future Tier 1 Draft EIS

Dear NEC Future:

On behalf of the Raritan Valley Rail Coalition I submit to you the following comments supporting construction of the Hunter Flyover in all three action alternatives for the Northeast Corridor Future Tier 1 Draft EIS.

As part of all three proposed action alternatives the Raritan Valley Rail Coalition is fully supportive of constructing the Hunter Flyover to relieve a chokepoint which will allow Amtrak's and NJ Transit's Raritan Valley service to operate more efficiently into and out of Newark Penn Station. The Hunter Connection Flyover is a critical connection that will allow Amtrak trains to operate with fewer interruptions to Amtrak service on the Northeast Corridor. The Hunter Flyover will allow Raritan Valley line trains to operate by bypassing all but one of the NEC tracks allowing the Raritan Valley line trains to connect to the eastern most NEC track into and out of Newark Penn Station.

The Raritan Valley Rail Coalition requests expedited construction of the Hunter Flyover as included in the study's final Environmental Impact Statement and Service Development Plan.

Sincerely,

Peter S. Palmer, Chairman
Raritan Valley Rail Coalition

cc: Raritan Valley Rail Coalition Board of Trustees

Ride Rail to the Future

NEC DEIS Comments - RECORD #3073 DETAIL

Status : [REDACTED]

Record Date : 2/17/2016

First Name :

Last Name : Ryan

Stakeholder Comments/Issues :

In regards to Alternative 1, what would happen to the existing track between Old Saybrook, CT and Kenyon, RI? Would this track remain active? Or would the land be returned to each state?

Thank you.

Ryan

NEC DEIS Comments - RECORD #1166 DETAIL

Status : [REDACTED]

Record Date : 2/13/2016

First Name : EILEEN

Last Name : RYAN

Stakeholder Comments/Issues :

FRA: your current plans will heavily affect many people in southeastern Conn. in the worst way. People's beloved family homes could be lost, as well as historic sites and the tourism that is so vital to our State as well as the local economies. Please work with our Representatives to find workable solutions without these negative impacts. People should always come before profits, for without the support of the people, there will be no profits.

NEC DEIS Comments - RECORD #2713 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Lindsey

Last Name :

Ryan

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal. The proposal would negatively impact the academic experience of students at the Lyme Academy College of Fine Arts.

NEC DEIS Comments - RECORD #1790 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

William

Last Name :

Ryan, Ph.D.

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #704 DETAIL

Status :

████████████████████

Record Date :

2/10/2016

First Name :

Rebecca

Last Name :

Rye

Stakeholder Comments/Issues :

As a current student at Lyme Academy College of Fine Art and a frequent patron of businesses, life and culture in Old Lyme, it is absolutely necessary to that historic and artistic community that the rail NOT run through the Connecticut River estuary or the historic district of Old Lyme or the Lyme Academy College of Fine Arts. This area is a priceless gem to Connecticut that should not be tread through or treated lightly.

NEC DEIS Comments - RECORD #1705 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Carol

Last Name : Ryland

Stakeholder Comments/Issues :

it would appear that "the public scoping process" failed to include the public of the affected communities!

NEC DEIS Comments - RECORD #2013 DETAIL

Status : ██████████

Record Date : 2/15/2016

First Name : Jeff

Last Name : Ryder

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 #2824 DETAIL

Status :

Review Completed

Record Date :

2/16/2016

First Name :

Paul

Last Name :

S

Stakeholder Comments/Issues :

As a resident of Old Lyme, CT, I find the Alternate 1 plans to build new tracks to be unnecessary and extremely harmful to the community. Wildlife in the area would be greatly disrupted. Likewise, the cultural landscape will be damaged. The proposed plan would put tracks through a quaint downtown area that represents the best of New England. Our town is home to small but prestigious art institutions, featuring artwork inspired by the very scenery that Alternate 1 would destroy. I appreciate the work of the FRA, consider myself a novice Railfan and frequent local areas for train watching. That being said, I see no need to change the current system that is in place. The CT shoreline is well covered by local, regional and national rail service. If anything, the NEC plans should be focused inland toward the central part of the state. Please reject Alternative 1 and spare Old Lyme and the rest of southeast CT from the aggravation and destruction that would be inevitable with the plan.

NEC DEIS Comments - RECORD #2930 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Kenneth

Last Name : Sabatini

Stakeholder Comments/Issues :

I'm trying to understand why the government continues to invest in an antiquated rail line along the coastline which could be recuperated by selling off the land for billions of dollars and we allocate the center median of interstate 95 for an easy straight high-speed rail which would utilize existing infrastructure boost economy and restore the shoreline. Amtrak does not need a scenic route, Amtrak needs a fast efficient route.

NEC DEIS Comments - RECORD #1197 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Lisa

Last Name :

Sabbatino

Stakeholder Comments/Issues :

Our nations cultural landmarks, buildings and architecture in small towns of historic significance must be protected at all costs. The rail lines being proposed to run through towns like Old Lyme must fully comply and be accepted by the towns people and historic commissions. Please do not allow the rail to negatively affect these communities in any way. Find a better solution working with the towns people.

NEC DEIS Comments - RECORD #2986 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Doretta

Last Name :

Sackville

Stakeholder Comments/Issues :

We have spent years trying to clean up Long Island Sound. I can't believe that putting a tunnel under the Sound to Milford Harbor is a solution that you believe is the best decision! What about the impacts? How come this has not been publicized and the citizens of Milford asked to comment?

NEC DEIS Comments - RECORD #411 DETAIL

Status :

[REDACTED]

Record Date :

1/30/2016

First Name :

Paula

Last Name :

Sadlon

Stakeholder Comments/Issues :

Do not ruin our town of Old Lyme. This plan will not benefit anyone. Use the route of the existing tracks.

NEC DEIS Comments - RECORD #1438 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Susan

Last Name :

Sadowski

Stakeholder Comments/Issues :

Keep the town authentic and real. Noisy, fast trains are horrible.

NEC DEIS Comments - RECORD #1029 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : Vladimir

Last Name : Sadowski

Stakeholder Comments/Issues :

I would like to register my strong opposition to current NEC proposal .
Surely a less severe impact on our town and its historic heritage can be found.
Any improvements to the corridor should be confined to the existing foot print.

Thank you.

Vladimir Sadowski

[REDACTED]
Old Lyme, CT

Sent from Mail for Windows 10

NEC DEIS Comments - RECORD #1784 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Daniel

Last Name :

Sagalski

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #591 DETAIL

Status :

Record Date :

2/8/2016

First Name :

Jennifer

Last Name :

Salafia

Stakeholder Comments/Issues :

The plan for Old Lyme is horrible!!! How can you cut thru town? How can you take entire streets out and the Lyme Arts academy and the historical district? You are going to ruin the Connecticut River. The view is going to be horrible with a huge bridge cutting across the entire river area. Please I urge you to rethink this plan. Use the existing route!!! This will ruin Old Lyme, CT.

NEC DEIS Comments - RECORD #2295 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Lori

Last Name : Saliby

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2271 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Gil
Last Name : Salk

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #910 DETAIL

Status :

REDACTED

Record Date :

2/11/2016

First Name :

Joan

Last Name :

Salm

Stakeholder Comments/Issues :

Please do not consider Alternative 1. This plan will cut in half the very historic center of our small town of Old Lyme. This section of Old Lyme is central to our history economy, character and sense of community. Our shoreline is precious and one of the last remaining areas of untouched, non industrial shoreline in the state. Thank you.

NEC DEIS Comments - RECORD #133 DETAIL

Status : [REDACTED]

Record Date : 1/11/2016

First Name :

Last Name : Pete

Stakeholder Comments/Issues :

It is important to allow cyclists to roll their bicycles on and off at all stations and to accommodate bicycles in passenger cars.

Pete Salomone

[REDACTED]

Plainville

06062-2635

[REDACTED]

NEC DEIS Comments - RECORD #633 DETAIL

Status :

Comment Complete

Record Date :

2/9/2016

First Name :

Sam

Last Name :

Stakeholder Comments/Issues :

I am a lifelong resident of Connecticut and feel strongly that Alternative 2 is the best for the state. Reinforcing rail travel through major economic hubs of our state, New Haven with Hartford and the University of Connecticut, is what best serves our state as a whole. I am a student at the University of Connecticut and, believe me, a rail line connecting rural UConn to major cities in the Northeast Corridor would greatly benefit the University and State on economic levels for generations to come.

I would also like to strongly oppose Alternative 1. When not living at UConn, I live in Old Lyme, Connecticut. Alternative 1 would take the small town I grew up in and bisect it, placing busy railroads alarmingly close to the schools, shops, and businesses that stimulate Old Lyme's economy. This is in addition to the heinous molestation of the natural resources and lands, much of which are protected from development, that are unique to the Lower Connecticut River Valley, one of the most beautiful parts of this country. If this much money is being spent, NEC Future should provide the most net benefit to those residents affected. Alternative 2 helps the most people and does the least harm to the environment. Thank You.

NEC DEIS Comments - RECORD #1805 DETAIL

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

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #127 DETAIL

Status :

Pending

Record Date :

1/10/2016

First Name :

DR DWIGHT

Last Name :

SANDERS SE

Stakeholder Comments/Issues :

AS A FEDERAL STAKEHOLDER I WILL GETTING BENEFITS THAT I WILL HAVE VOICE IN ALL TIER 1
ENVIOROMENTAL STATEMENTS AND I WILL USE THEM!

NEC DEIS Comments - RECORD #903 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

William

Last Name :

Sanders

Stakeholder Comments/Issues :

I am in support of improvements to the NEC

Need to get the rail in good repair and improve existing equipment.

I like what VA is doing to help rail in VA that can help connection to the NEC better.

NEC DEIS Comments - RECORD #525 DETAIL

Status :

Not Complete

Record Date :

2/3/2016

First Name :

Manette

Last Name :

Sandor

Stakeholder Comments/Issues :

It's a shame that no better public transit exists from the Hartford area to Storrs, CT, especially because such a large proportion of students and faculty at the University of Connecticut commute from the Hartford area. The 2nd alternative proposed in the plan would create a non-automotive way for university students and employees to commute from Hartford to Storrs and back, solving this problem. The line east of Storrs would make Providence and Boston more accessible from the campus, creating the potential to draw more students from these areas.

NEC DEIS Comments - RECORD #2851 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Shelley

Last Name :

Sandora

Stakeholder Comments/Issues :

Dear Federal Rail Administration:

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

NEC DEIS Comments - RECORD #1468 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Elizabeth

Last Name : Sankow

Stakeholder Comments/Issues :

No!!!!

Please no railway thru the middle of Old Lyme CT

NEC DEIS Comments - RECORD #2707 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Katie

Last Name :

Santacroce

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal. The proposal would negatively impact the academic experience of students at the Lyme Academy College of Fine Arts, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district.

NEC DEIS Comments - RECORD #799 DETAIL

Status :

Not Complete

Record Date :

2/10/2016

First Name :

Gary

Last Name :

Santangelo

Stakeholder Comments/Issues :

If the United States government can spend \$1.5 trillion on the F-35 joint strike fighter jet, then they can definitely spend a few billion dollars building a dedicated high speed rail line from Boston to Washington D.C. Let's just get this done already!

NEC DEIS Comments - RECORD #2928 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Giuliana

Last Name : Santiago

Stakeholder Comments/Issues :

The public needs more time to understand and give feed back. So far my opinion is NO, animals and water will get contaminated and affect the people that use the beaches or go fishing.

NO, NO, NOOOOO. Sounds like this was keep quiet for a reason so the public can't speak up.

Next speaker, Albert Santos.

MR. SANTOS: Hi, good evening. My affiliation is with the town of Kearny as the mayor. K-e-a-r-n-y. My first comment is just as a private citizen. As a veteran of the D.C. Northeast Corridor to Newark, and also having used rail systems throughout Europe, the investment in the Northeast Corridor is very much needed. Modernization of this corridor is needed. The times that are required to get from one city to another along the Northeast Corridor in 2016 is just remarkable, and remarkable not in a good way. So without commenting as to which of the specific alternatives would be the best investment for the corridor, I will say that it's much needed.

The reason why I'm here, however, is my parochial interest as mayor of my community. The Northeast Corridor goes right through the town of Kearny. And the bridge we often hear about and see in the newspapers and on 60 Minutes, the Portal Bridge, one side of it is in the town of Kearny.

Depending on which of these alternatives is selected, I notice there is a new segment that traverses that region. And I'm hoping that as this progress there will be coordination with the local communities that are affected by the new segment and whether -- I'm assuming the new segment will follow closely the existing segment, although I'm not sure, I could not tell from existing maps on what was made publicly available. However, depending on whether there's additional tracks and what that new segment involves, there could be very substantial impacts in my community. The Northeast Corridor traverses two estuaries, the Hackensack River estuary and the Passaic River estuary. There are wetlands. There are marshes. There are migratory birds. There's all sorts of environmental issues, of which I'm sure you're aware of. And it really depends on whether the segment moves or if it's expanded.

There's also properties along right near the Hackensack River, right near the bridge that traverses Route 7, which is a state highway, which are in the redevelopment area. So if the segment expands towards that direction, it may also impact properties that the town of Kearny is looking to redevelop in the Meadowlands district. I will note that these redevelopment efforts are significant in the town of Kearny. Our community, if you look at the median household income and if you look at the per capita median income in the town of Kearny, it is substantially lower than the median income for the state of New Jersey. So there are impacts -- if there are impacts on a community, on properties which could be ratables are taken, and if there are impacts in the community where -- we lost our train service, commuter train service in 2002. You know, 75 years ago there were three commuter rail stations in the town of Kearny. That was a different industrial era, I realize that, and this is a very -- broader perspective here today than my parochial interest. But if there are going to be impacts on my community, whether it's properties that are affected, whether it's roadways that are affected, that I'm hoping that you will work closely with the local communities, you will understand who your local communities are, and you will also hopefully understand how some of these local communities have not benefited from the Midtown Direct Line, for example, that New Jersey Transit did. Have not benefited from Secaucus Transfer. And my community is one of those. So I'm hoping you're sensitive to that as this progresses.

And again, let me finish what I started. I think this

investment is sorely needed. We need to modernize our rail corridor.

Thank you.

THE MODERATOR: All right, thank you. Thank you very much.

NEC DEIS Comments - RECORD #1893 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Gloria

Last Name : Santos

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 #2044 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Sujee

Last Name : Saparamad

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1226 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Bryan

Last Name :

Sardo

Stakeholder Comments/Issues :

I request that you do not choose alternative one as it will divide a much treasured area of Connecticut, the historic district of Old Lyme, CT as well as cut through a marshland in Old Lyme which many of us consider a wonderful environmental and recreational area. This is a beautiful, quaint, and quiet town which cannot afford such a large impact. Please do not utilize alternative 1.

NEC DEIS Comments - RECORD #2304 DETAIL

Status :

Review Complete

Record Date :

2/15/2016

First Name :

John

Last Name :

Sargent

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1748 DETAIL**Status :**

Pending

Record Date :

2/15/2016

First Name :

Edward

Last Name :

Sarisley III

Stakeholder Comments/Issues :

Please support long-term growth of the NEC in order to provide maximum transportation opportunities. As a graduate student at The University of Maryland and living in Connecticut, I have taken multiple trips aboard Amtrak. Opportunities for faster and more frequent service would strengthen the economy through the creation of construction and operational jobs, and promote business and trade amongst New England companies. Alternatives 2 and 3 that include UCONN, the #1 public university and top 20 in the country, will allow the nearly 30,000 students and hundreds of faculty improved transportation options for travel.

NEC DEIS Comments - RECORD #1706 DETAIL

Status :

Record Date :

2/15/2016

First Name :

Dr. Edward

Last Name :

Sarisley

Stakeholder Comments/Issues :

My first job out of UConn Civil Engineering school was inspecting 100+ year old RR bridges along the NEC in Ct. I saw first hand, the age and deterioration of this antiquated and ailing system with excessively curved alignments and failing bridges. Another first hand knowledge of the NEC was procuring and visiting my student interns that worked on the electrification from N.H. to Boston.

I have reviewed this entire document and believe that the only way for our country, and particularly the aging infrastructure of the northeast, to not fall further behind other industrialized countries is to follow their lead and fully build out Alternative 2 then 3.

Edward Sarisley, Ph.D., P.E., F.ASCE, M.NSPE

Professor, Construction Management

School of Engineering, Science & Technology, CCSU

NEC DEIS Comments - RECORD #1395 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Michael

Last Name :

Sarlin

Stakeholder Comments/Issues :

I am opposed to Alternative 1 because of the disruption it will cause to the shoreline communities in around the Connecticut River. It also fails to include the coming danger of service disruptions from the effects of global warming. Rising sea level and increased severity of storms are a significant risk in low-lying shoreline areas. Alternative 2 makes much more sense and the increased cost is really so small compared to the number of people affected and the eventual environmental impact. I am prepared to pay the required increase in taxes (my share, of course).

NEC DEIS Comments - RECORD #436 DETAIL

Status :

Review Completed

Record Date :

1/31/2016

First Name :

Susan

Last Name :

Saulnier

Stakeholder Comments/Issues :

Preserve nature there isn't much of it left.

NEC DEIS Comments - RECORD #2310 DETAIL

Status :

Minor Comments

Record Date :

2/15/2016

First Name :

David

Last Name :

Saunders

Stakeholder Comments/Issues :

Essential that NEC be upgraded to AlternativeTwo level. Both interstates and airways are overloaded and the solution to their problems is not immediately visible. Fixing the air and road problems with probably cost vastly more than fixing thevNEC.

NEC DEIS Comments - RECORD #939 DETAIL

Status :

Record Date : 2/11/2016

First Name : Diane

Last Name : Saunders

Stakeholder Comments/Issues :

TO WHOM IT MAY CONCERN:

After having read the Summary of the Tier 1 EIS, I just want to say if the FRA or Congress approach the future of the Northeast Corridor in a one to three decades-long piecemeal approach to solving the myriad of issues presented by the current condition of the corridor, the current and projected traffic in the corridor, and all the other factors discussed in the Summary, by the time you have approved the final plan for all the updates, the population, traffic, and other factors you are considering will have far surpassed projections, making what you plan now obsolete when it is actually time to implement said plans. We have a long history of doing this exact thing with highway and freeway design. I grew up in Southern California, and in many cases by the time they got new highways or freeways built, they were overloaded and highly congested within 1 year of their opening, if not sooner.

The only way to approach the NEC is to fund it for a 10- to 15 year push in all aspects from environmental studies to completion of construction and the beginning of revenue operations. It means no time wasted arguing over the route or the locally preferred alternative, mode or anything else. Funding this in a staged, one step at a time approach will result in a corridor in 2040 which will continue to fail to meet the needs of the population living in the corridor in 2040. The commitment and willingness to act boldly and quickly is what will be needed. If the FRA or Congress attempt to address the NEC in any other way, the result will be a failure.

As someone who has followed all modes of passenger rail over the last 8 years, it is my opinion if the FRA and Congress are to successfully address the issues presented by NEC Future there will be a level of commitment and political willingness to go all in on funding. The initial cost will be high; there is no getting around it. But over the life of the Corridor, it will mean the difference between a highly successful outcome and one which

turns out to have been a waste of taxpayer dollars. The United States is dead last in the development of a truly high speed intercity passenger rail network throughout the United States, not just in a few select corridors. We need a high quality truly high speed network that interconnects to regional, interregional, commuter and light rail transit systems in the US and Canada. The rest of the world is leaving us behind because our total unwillingness to address the issue head on in a rapid, bold manner. The FRA standards for rail car construction can be best characterized as overkill. It is not necessary or desirable to construction cars out of stainless steel. It make s the train so heavy they do not have the slightest chance of reaching 200 mph.

Further, we must insist that truly high speed intercity passenger rail lines be constructed on paired, grade-separated, dedicated electrified track with no at-grade crossings. Doing so results in a level of safety much higher than requiring cars to made of steel. Furthermore, signaling systems currently in use and proposed in the US are far inferior to the European standard, the European Rail Traffic Management System, otherwise known as ERTMS/GSM-R. Positive Train Control is not the answer.

I cannot stress enough the importance of my comments. You either design this well and fund it accordingly or you will build a rail corridor to nowhere. The challenges are great indeed. What concerns me is are the stakeholders up to the task. My guess is we simply do have the level of commitment necessary to ever make it happen. To be sure, this will require the same or greater commitment than we had when we started programs for the exploration of space.

Diane Saunders


Duluth MN 55806


NEC DEIS Comments - RECORD #1977 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Kathleen

Last Name :

Saunders

Stakeholder Comments/Issues :

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

Better alternatives are proposed and should be considered.

NEC DEIS Comments - RECORD #536 DETAIL

Status : [REDACTED]

Record Date : 2/3/2016

First Name : Kristin

Last Name : Sausville

Stakeholder Comments/Issues :

Prefer Alternative 3, we need to expand rail and reduce travel times to encourage rail usage instead of driving!

I would consider Alternative 2 to be the minimum.

NEC DEIS Comments - RECORD #1886 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Daniel
Last Name : Savino

Stakeholder Comments/Issues :

Old Lyme is a precious asset for both Connecticut in the nation. It has a significant his store cool presents that would be destroyed by a proposal to bisect it with a new rail service. There must be a better alternative that allows for the expansion of rail service in the area without damaging the time and particularly damaging the campus of the Lyme Academy in fine arts

NEC DEIS Comments - RECORD #339 DETAIL

Status :

Action Completed

Record Date :

1/27/2016

First Name :

Candace

Last Name :

Sbeglia

Stakeholder Comments/Issues :

Dear Sir or Madam:

I am very opposed to the "Alternative 3" which has a plan of running a high speed train through Garden City, NY.

I have not seen anything about it in the newspaper, nor have I received any mailings about this. I believe it is your obligation to properly inform the public of how they intend to spend billions of tax dollars.

Sincerely,

Candace Sbeglia
Garden City, NY

NEC DEIS Comments - RECORD #1796 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Gary
Last Name : Scaife
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #82 DETAIL

Status : Pending
Record Date : 12/22/2015
First Name :
Last Name : Mayor
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea -- Attached are comments on the Northeast Corridor Tier 1 Draft Environmental Impact Statement respectfully submitted on behalf of the Village of Scarsdale. A hard copy of the attachment is being mailed to you as well.

Very truly yours, Jonathan I. Mark, Mayor

Attachments : IMG_0001 (4).pdf (736 kb)

Village of Scarsdale

Jonathan I. Mark, Mayor

Matthew J. Callaghan

Carl L. Finger

David S. Lee

Deborah Dekarek

Marc Samwick

William Stern



Office of the Mayor
Scarsdale, New York 10583

914-722-1110

Fax: 914-722-1119

www.scarsdale.com

Stephen M. Pappalardo, Village Manager

December 19, 2015

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

Re: Northeast Corridor Tier 1 Draft Environmental Impact Statement Public Comments

Dear Ms. Reyes-Alicea:

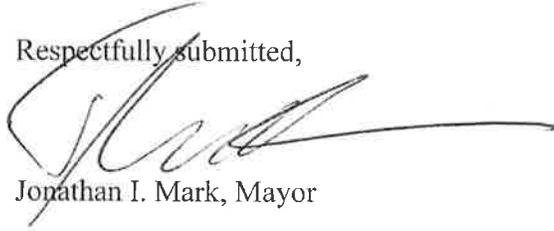
On behalf of the Village of Scarsdale, New York, I submit the following comments regarding Alternative 3 of the Northeast Corridor (NEC) Tier 1 Draft Environmental Impact Statement. While the Village strongly supports intercity passenger rail service, we are deeply concerned about the new spine included in Alternative 3. As proposed, the new spine would branch off from the existing NEC at New Rochelle, NY, and pass through the Village of Scarsdale "primarily in tunnel or aerial structure." A new rail spine through Scarsdale, whether it be by tunnel or aerial, would result in significant adverse impacts to our residents, their homes, their property values, their quality of life and the character of the Village. The future-serving new spine is also terribly costly, diverting necessary investment from other local, regional and national passenger rail, commuter rail, heavy rail, and other public transit assets.

The overwhelming backlog of state of good repair needs, both regionally and nationally, should be fully funded prior to entertaining construction of costly new lines, including the proposed NEC spine through Scarsdale. To illustrate, the MTA system constitutes a suite of critical local, regional, and national assets that must be protected with appropriate maintenance and upgraded over time to keep pace with safety and security updates, storm resilience, and commuter needs and expectations. To those ends, the MTA's 2015-2034 Twenty-Year Capital Needs report identifies nearly \$106 billion in necessary core asset investment. Similar investment is required in other economically important regions across the Nation. While we do need to plan for future needs, our expenditures must first meet the needs of the present.

Alternative 3's ambitious goal of transforming the role of rail by having it become the dominant mode choice for travel in the Northeast, relies on costly overbuilding to support future demand. In the process, it sacrifices \$155 billion in funding otherwise available to meet the overwhelming existing needs of our Nation's aging and outdated passenger rail and public transit infrastructure while also generating significant adverse impacts to the residents of Scarsdale. Therefore, I strongly urge the Federal Railroad Administration to prioritize regional and national state of good repair ahead of costly major expansions targeting projected future growth, and request that

Alternative 3 of the NEC Tier 1 Draft Environmental Impact Statement be removed from further consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'J. Mark', with a long horizontal flourish extending to the right.

Jonathan I. Mark, Mayor

Cc: Stephen Pappalardo,
Scarsdale Village Manager

Submission ID# 65

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

5 Connecticut Avenue, Norwich, Connecticut 06360
(860) 889-2324/Fax: (860) 889-1222/Email: office@seccog.org

9 February 2016

NEC Future
USDOT, Federal Railroad Administration
One Bowling Green, Suite 429
New York, New York 10004

SUBJECT: NEC Future Tier 1 Draft Environmental Impact Statement

The Southeastern Connecticut Council of Governments (SCCOG), serving as the Metropolitan Planning Organization representing 22 cities, towns, and boroughs, wishes to submit the following comments concerning the NEC Future Tier 1 Draft Environmental Impact Statement.

First and foremost, the SCCOG understands and appreciates the purpose and need of the project as stated in the EIS. The improvement of and extension of rail service to and from our region is consistent with our Long Range Regional Transportation Plan. We fully agree with the finding that the Northeast Corridor is critical to the future economic growth of this part of the country. We note that due to the general nature of a Tier 1 EIS, it is difficult to make specific comments about specific components of the project, and we do recognize that further analysis will be provided in the future pending the outcome of the alternative selected in the Record of Decision. However, we do have some concerns as to how the project might impact our region which we would like to express.

In Alternative 1, a new segment would be constructed through our region (Old Saybrook, CT to Kenyon, RI) and we are concerned about how this new segment would relate to/disrupt existing land uses in this corridor; its impacts on environmental resources; and the potential for fewer trains having stops in New London, both intercity and regional, to be scheduled in the future along the existing shoreline route.

In Alternative 2, a new route is proposed that would run northerly from New Haven through Hartford to Providence. The Tier 1 EIS identifies this route being provided to serve Intercity-Express, but again we are concerned that if constructed, it could result in less regional trains running along the shoreline route having stops in New London.

In Alternative 3, four new route options are being considered for north of New York City, all of which would travel through Hartford before continuing to Boston via either Providence or Worcester. As all of these options would create a new rail line north of the existing shoreline route, we are concerned about the impact it could have in the future on the level of investment in the

Member Municipalities:

Bozrah * Colchester * East Lyme * Franklin * Griswold * Borough of Jewett City * City of Groton * Town of Groton * Lebanon * Ledyard * Lisbon * Montville * New London * North Stonington * Norwich * Preston * Salem * Sprague * Stonington * Stonington Borough * Waterford * Windham

Si necesita asistencia de language, por favor comuniquese a: 860-889-2324

existing line through southeastern Connecticut and the number of trains that would stop in New London.

Table 5.17 of the Draft EIS indicates that both Intercity and Regional rail service will expand in New London under all of the Action Alternatives when compared to the No Action Alternative, but this is counter-intuitive in a time of diminishing financial resources available for rail service and is contradictory to the finding on page 4-49 of the EIS, which in reference to the new segment from New Haven to Hartford to Providence in Alternative 2, states that this new route would “remove train traffic from 120 miles of the Shore Line route that has capacity-limited, movable bridges and over which Providence and Worcester, MA freight trains operate in addition to Shore Line East and MBTA regional rail services.” We would hope that no matter what Alternative is selected as an outcome of this EIS process, that further study be conducted to quantify the impact that new segments will have on existing rail service and funding.

Finally, we wish to express support for the position on this Tier 1 EIS taken by the State of Connecticut and the Connecticut Department of Transportation, specifically that the FRA initiate a phased Tier 2 EIS, with the first phase addressing projects critical to maintaining a state of good repair along the entire Northeast Corridor. This first phase of a Tier 2 EIS program would enable advancement of already planned and ongoing projects in Connecticut such as the historic inland route from New Haven-Hartford-Springfield-Boston. The Tier 2 EIS process must then ensure that federal funding sources will be available to advance new projects in the selected Alternative only after funding for ongoing projects is committed and appropriated.

Thank you for the opportunity to comment on this important and ambitious rail improvement plan. We stand ready to work with FRA, other federal agencies, and the State of Connecticut on the next steps required to see this important transportation plan implemented.

Sincerely,



Marian Galbraith, Mayor
City of Groton
SCCOG Chairman

Member Municipalities:

Bozrah * Colchester * East Lyme * Franklin * Griswold * Borough of Jewett City * City of Groton * Town of Groton * Lebanon * Ledyard * Lisbon * Montville * New London * North Stonington * Norwich * Preston * Salem * Sprague * Stonington * Stonington Borough * Waterford * Windham

Si necesita asistencia de language, por favor comuniquese a: 860-889-2324

NEC DEIS Comments - RECORD #2791 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Ted

Last Name : Norris

Stakeholder Comments/Issues :

Attached please find the South Central Connecticut Regional Water Authority's comments on the NEC DEIS. Hard copies are being mailed to the addressees.

Ted Norris

Edward O. (Ted) Norris III, P.E.
Vice President Asset Management
South Central Connecticut Regional Water Authority
90 Sargent Drive | New Haven, CT 06511
Phone: 203-401-2673 | Fax: 203-603-4922
Email: tnorris@rwater.com | Website: <http://www.rwater.com>
[cid:stars.jpg@c749bf04cc0c47609577a9a927b869f9]
Our STARS Values
Service | Teamwork | Accountability | Respect | Safety

Please consider the environment before printing this email

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Attachments : NEC DEIS Comments 02.16.16.pdf (82 kb)

South Central Connecticut Regional Water Authority
90 Sargent Drive, New Haven, Connecticut 06511-5966 203.562.4020
<http://www.rwater.com>

February 16, 2016

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

NEC Future
US Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

On behalf of the South Central Connecticut Regional Water Authority, thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

The South Central Connecticut Regional Water Authority is a non-profit public corporation and political subdivision of the State of Connecticut. We provide an average of 45 million gallons of drinking water a day to a population of almost 430,000 consumers in 15 south central Connecticut municipalities.

The DEIS presents three alternatives for consideration. Because the DEIS looks broadly over the entire system, no single alternative truly captures the essence of our community's core objectives, namely significantly-improved commuter travel time to New York City, together with improved travel times and more frequent service to Washington and Boston. In fact, one of the alternatives presented prescribes new alignments that could entirely bypass New Haven and some of the coastal corridor of Connecticut.

I call your attention to Alternative 3 that re-aligns much of the existing NEC. This alternative is, by far, the most costly of the alternatives at an estimated cost of \$267-\$308 billion dollars. I urge you to reject Alternative 3 which, in our opinion, will negatively impact the economics of New Haven and other urban centers. It also has the largest environmental impacts and highest costs of the three alternatives.

I encourage you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs.

In closing, let me again express strong support for the DEIS process and future improvements to the Northeast Corridor. I encourage you to issue a final EIS that recommends: (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route; (2) improved travel time and more frequent service to and from Washington and Boston on the coastal and Hartford-Springfield routes; and (3) a final decision that keeps urban areas, like New Haven, on the primary alignment.

Thank you for your time and attention to this matter.

Sincerely,

REGIONAL WATER AUTHORITY



Edward O. Norris, III, P.E.
Vice President – Asset Management

EON:vc

cc Larry Bingaman

NEC DEIS Comments - RECORD #774 DETAIL

Status : ~~Action Complete~~

Record Date : 2/10/2016

First Name : Diane

Last Name : Schaefer

Stakeholder Comments/Issues :

I am against the proposal to build and run a high-speed train through our communities. This will lower our property values, disrupt lives, commerce and compromise our already compromised environment on Long Island.

NEC DEIS Comments - RECORD #777 DETAIL

Status : ~~Not Complete~~

Record Date : 2/10/2016

First Name : Eleanor

Last Name : Schaefer

Stakeholder Comments/Issues :

I oppose to the proposal of the high-speed train running through our Long Island neighborhoods. Our taxes are high enough and we do not want to fund a project that we do not want or need. Our property values will diminish at the rate your trains will travel. Stop ruining the environment and our quality of life.

The next speaker is Michael Schaeffer.

MR. SCHAEFFER: Good evening, ladies and gentlemen.

Thank you for coming. I am a citizen involved in politics in this state, and I have a deep interest in transportation infrastructure investment in this country.

While the NEC plans are ambitious, numerous transportation bloggers have expressed deep concern over the projected costs, stating that speeds up to 220 miles per hour can be achieved at lower cost and by leveraging existing infrastructure, and that the 290 billion that is being -- that could be proposed for this corridor alone could develop the national high speed rail network.

In developed countries, the model for building for rail lines is organization before electronics, before concrete. For example, we could, like, ensure extra capacity on New York commuter rail by through-running trains, and also by adopting modern signaling systems, such as ETCS. When we are -- we need to ensure that when constructing the new segments of infrastructure for the NEC, that integration and electronics should be done before any concrete should be poured. That way we can be sure to save money and we can ensure that funds are allocated to ensure high speed trains and not waste it when other methods can be used.

I do believe that, after examining all the plans, all the alternatives presented for the NEC, I believe a combination of alternative one and alternative two would be best. We can bypass curves, existing impediments to higher speed trains. We can also ease curves in areas. And in certain areas, such as between New Haven and Providence, we could bypass the line. Except in this scenario we would be extending the Kenyon to Old Saybrook bypass all the way to New Haven.

And we should also consider, when purchasing trains, that they should have high reliability, high initial acceleration, high power to weight ratio, and ensure that they could tilt. That -- if -- that way we will be able to save money without spending two billion dollars on concrete.

We also need to avoid blown out construction costs. I do believe that currently Gateway Park Project as is costs too much, Penn South is unnecessary, and, as one person who I spoke to earlier referred to it as mainly designed by AECOM and Parsons, and approved by Schumer, Senator Schumer. We can -- it would be a lot easier to just through run to Grand Central Terminal and fight the turf battles. We all need to work together on this, we can't exactly be digging each other's own fortifications.

One transportation blogger named Avon Levi, who I'm a fan of and a friend with, he came up with an article a few years ago back about some principles for high speed rail on the Northeast Corridor. If these principles were applied, we could save -- we could develop a 220 mile per hour high speed rail line without having to leverage excess funds.

These principles are as follows, it should be considered:

Rolling stock is cheaper than infrastructure;

Speed up commuter trains instead of bypassing them.

FRA regulations should be based on service needs.

On un-bypassed shares -- shared segments, infrastructure should be built there to allow higher speeds for both existing commuter trains and for high speed inner city trains.

Make sure that the station throats allow full speed, which will allow trains to leave the platform and get up to speed faster instead of navigating through complex inter-lockings.

Fixed curves and higher speed zones. Now, an example of that in New Jersey, we could eliminate the curve at Elizabeth, but that -- and that would require taking some property, including some newly built property, but it would save time. And we could also fix the curves at Metuchen as well by bypassing them or also -- either in the tunnel or by just taking some property.

And lastly and most importantly, we should worry about track capacity when other track capacity factors have been optimized.

We all need to work together to develop high speed rail. I do believe Governor Florio's proposal for a public-private partnership with high speed rail is an interesting idea. In fact, Penn School of Design, in their programs on high speed rail they have advocated for such partnership for the NEC. I think -- I don't think we should like be having any ideology or ingrained practices from preventing us from pursuing any options such as that. But most importantly, we need to get high speed rail in this country. We also need to think about cost control. We need to ensure in these proposals what is necessary to have a 220 mile per hour high speed line in the country, and what isn't. And if there's something that can be done for cheaper, why don't we do it. We'll still get the same speed but it'll be less cost.

I do -- I enjoy infrastructure. I feel embarrassed that our country ranks low on infrastructure compared to other nations. We need to invest in it in order to remain competitive with the world. I'm just 25 years old, but I think the future is important for our children and grandchildren. Infrastructure improvements will allow our economy to grow and for benefits to reach for all.

Thank you.

THE MODERATOR: Thank you very much, Michael.

Thank you.

NEC DEIS Comments - RECORD #391 DETAIL

Status : [REDACTED]

Record Date : 1/29/2016

First Name : Susanna

Last Name : Schavoir

Stakeholder Comments/Issues :

Ruining Old Lyme and its history would be criminal! Find another route and leave the beauty, history and fragile marshes alone!

NEC DEIS Comments - RECORD #1191 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Robin
Last Name : Schechtel
Stakeholder Comments/Issues :

This plan is too destructive to the town of Old Lyme. This is an historic site and to run a train line through it is sheer madness.

NEC DEIS Comments - RECORD #1400 DETAIL

Status :

Action Complete

Record Date :

2/14/2016

First Name :

Anne

Last Name :

Scheibner

Stakeholder Comments/Issues :

As someone who has watched train traffic with pleasure - in fact learned to count in the days of real freight trains - in Stonington, I fail to see that anything except better coordination and efficiency is needed to make better use of existing rail beds. If doing more infrastructure enhancement is needed, then do it but it will only further destroy what is left of our wildlife and woodland areas to put in a new rail line so close to the present one.

NEC DEIS Comments - RECORD #2485 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Brian

Last Name : Scheinblum

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1160 DETAIL

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

Please improve what we have. Do not spend money on new rail lines.

NEC DEIS Comments - RECORD #2855 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Jane

Last Name : Schellens

Stakeholder Comments/Issues :

Alternative 1 must not be allowed to move forward as proposed. A plan that would cut through the heart of Old Lyme, specifically through the historic Lyme Street areathe cultural center of our town, is unthinkable. I am a regular Amtrak user, and this plan will shave off very little time, and destroy the heart of our charming town. Improve the current rail system - absolutely. Cut through the heart of Old Lyme as outlined in Alterantive 1 - absolutely not. A very ill conceived plan that must have been developed by folks unfamiliar with the irreplaceable history that would be destroyed in Old Lyme.

NEC DEIS Comments - RECORD #2423 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Karen

Last Name :

Schiff

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. Alternative 2 (and possibly Alternative 3) would support a university instead of destroying one, by extending rail service to the University of Connecticut. I support these options! I use the NEC rail to commute to teaching, NYC to RI.

Next speaker signed up is Barry Schiller.

MR. SCHILLER: Thank you for coming. My name is Barry Schiller. I'm an active member of the RIPTA Riders Alliance. RIPTA is the abbreviation for Rhode Island Public Transit Authority, which is a bus system.

And I think bus passengers in our alliance want to see improved rail, because if there is a better rail system, a better public transit system, then there is more passenger potential for our bus system and more interest in improving transit generally.

But it's also the other way around. If you could help in your design to improve our bus system, it helps feed people into the train system instead of driving or flying.

So what we would like you to pay attention to in Rhode Island is, first of all, at Providence Station, which is highly utilized, there is a voter-approved bond issue for a bus hub adjacent to the train station. You really have to make that work. It's important for our bus system as well as, of course, for the rail passengers. And so any improvements that you make should be compatible with a bus hub at Providence Station.

Related to that is our frustration with the bureaucratic difficulty of having unified fares. RIPTA has a fare system. The MBTA, Amtrak, they all have separate fare systems. In the highway mode, we know that there's E-ZPasses that go across state boundaries. It shouldn't be insurmountable to help us rail passengers by having a more seamless system.

We also have bus connections at Kingston which provides a market perhaps for travel to Newport by taking the train to Kingston and changing, but there's no real coordination between bus and train schedules. Anything you could do, not just on the fares, but to encourage coordination as part of the operating plan, that would be helpful. And there's even a little bit of bus presence at the Westerly station.

Also, bus passengers are not especially wealthy relative to travelers, and anything you could do to keep the fares down would be appreciated, especially on the Boston end of the Northeast Corridor rail market, where, because it's so New York oriented, there are a fair number of empty seats on many runs. So operationally, if we could sell more seats to people who can't afford high fares, if there was some discounted way to do that and cooperate between Amtrak, the MBTA and RIPTA to fill the seats and get the environmental benefit, especially with bus passengers who are very price sensitive, I think, that would be good.

In general, though, we like that you've come here,

and we hope that you continue to coordinate efforts with Rhode Islanders.

We did spend a lot of money on the freight rail improvement program. And one of the things that the RIPTA Riders Alliance notices is, in Rhode Island there's a number of very ambitious, expensive infrastructure suggestions that never materialize. Rather than the operational improvements -- we just heard another suggestion this way. So rather than spending a lot of time on what's not going to happen, it's better to spend time on infrastructure improvements that are incremental, that really help.

We spent a lot of money on this third track. The bus passengers are aware that that's going down the spine of Rhode Island. Pawtucket through Warwick is where the population lives and where we have congested roads.

So the opportunity to use that for more rapid transit is something that I hope, whatever improvements you make, preserves our ability to do that, because we have that in mind as part of our transit system here in Rhode Island.

Thank you.

NEC DEIS Comments - RECORD #2430 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Karla

Last Name :

Schiller

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1781 DETAIL

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

Please do not choose to run the proposed railway through historic Old Lyme act and he Lyme Fine Art Academy.

NEC DEIS Comments - RECORD #3057 DETAIL

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

Though we need fast trains they should not go through historic towns & water's.

NEC DEIS Comments - RECORD #3055 DETAIL

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

We need fast trains in this country. We are so behind Europe Japan etc.

NEC DEIS Comments - RECORD #2440 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Matthew

Last Name :

Schmidt

Stakeholder Comments/Issues :

Putting a track through Lyme Academy would destroy a historic campus and harm important educational institution. There has to be a better option. Don't do this.

NEC DEIS Comments - RECORD #2017 DETAIL

Status :

████████████████████

Record Date :

2/15/2016

First Name :

Ellen

Last Name :

Schneider

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy of Fine Arts of the University of New Haven. Not only will it destroy a growing, unique and vital educational institution, it will destroy an historic and irreplaceable landmark of the area. As a life-long resident of Connecticut (Norwalk/Trumbull) who was also employed by state government in Hartford for many years, I can attest to the fact that there is significantly more critical need for a direct rail service to go further north to Hartford and then on to Boston. It is unbelievable that Connecticut's capital is not served by mass transit connecting it to other population centers!

NEC DEIS Comments - RECORD #2479 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Clasina

Last Name :

Schoen

Stakeholder Comments/Issues :

Please don't destroy this beautiful town by constructing tracks through it.

So at this point, I am going to call the first speaker.

Robert Schoenfeld.

Robert, do you -- is it okay for you to stand? Are you --

MR. SCHOENFELD: Yeah, I can stand.

THE MODERATOR: All right.

MR. SCHOENFELD: Okay. My name is Robert Schoenfeld. I'm just a citizen but I've been interested in railroads for many, many years.

The first thing to talk about with the BMP tunnels, they are also used for freight and make sure that the new tunnels are accessible for freight operation. That's very important, particularly for the Northeast Corridor when there's too much of a dependence upon trucks rather than railroads.

Secondly, which I didn't see in any of the paperwork, an improvement has to be made to the entire electric system across the corridor. Right now, I believe, the system is 12, 12.5 Kilovolts and 25 Hertz. This is very difficult because we -- there has to be converters to convert that from the 60 Hertz than to normal power is.

When they did -- when they redid -- when they electrified the northern portion of the corridor from New Haven to Boston, they did it at 25 Kilohertz and 60 -- 25 kilovolts, excuse me and 60 Hertz. And I think that one of the things that -- one of the first things that should be done and put in the first Tier 1 proposal, is making the entire corridor from Washington Union Terminal up to Boston South Station, 25 Kilohertz -- 25 -- sorry, 25 Kilovolts, 60 hertz. And I should know that I'm an electrical engineer.

(Laughter.)

MR. SCHOENFELD: Obviously, replacing of the BNP tunnels is most important. They are really a chokehold at the southern end of the corridor.

The next most important thing, which should have been taken care of but was vetoed by a particular governor who I shall not name, were the access to the -- Access to the Region Core Tunnels, which would -- going across the Hudson to a new Penn Station. Obviously, this has to -- these tunnels are necessary because the old tunnels have to be taken out of service and repaired. Also, the East River Tunnels are in similar condition.

I know -- I haven't had -- personally when I'm go in on the Long Island Railroad but I see all the time where they have broken

rails or for other reasons that the tunnels are incapacitated.

They're also -- and the Long Island is doing this partially now, a complete rehabilitation of the old F interlocking and Harris (phonetic) interlocking, which the entrance and exit from Sunnyside Yard.

And the Long Island Railroad right-of-way mainline, the Long Island Railroad Port Washington mainline, and the -- and the -- I'm not sure what they call it now, it used to be called the New York Connecting Railroad River Line, the old New Haven Line, going up to New Rochelle. This particular line is really good because it can be made four tracks very easily, even over the Hell Gate Bridge there is provision to do it, for an additional track and it could be shared with the freight service with no problem.

The problem is Metro North and some of the bridges there. I know there was one bridge, which was built in the 1890s and keeps getting stuck. And this is a separate thing because Amtrak runs on this right-of-way rather than Amtrak owning the right-of-way, as it does in the rest of the -- most of the rest of the corridor while having control of the maintenance as it does over just about all of the rest of the corridor. So this is another chokepoint.

One of the ideas that I would have taken off, which is not in any of the Tier 1 proposals, is using the Danbury and Housatonic Railroad. The Housatonic Railroad is proposing service to New York City at some point, via the Housatonic and Danbury branch. And this line could be made two double track and brought up to speed all the way into Massachusetts.

Since Massachusetts now owns the old Boston and Albany Line in Massachusetts all the way into Holden, Massachusetts. This could be coordinated with the State of Massachusetts, including trains from Springfield also.

I think that's about all I can say -- that I have right now that would be of interest. But these proposals are very good and I hope they consider, not only what I'm saying, but all the rest of them that are in proposals right now. Where we can get the money is another problem with the current Congress.

Thank you.

THE MODERATOR: Thank you.

Thank you, Robert.

NEC DEIS Comments - RECORD #842 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

Jeff M.

Last Name :

Schoman

Stakeholder Comments/Issues :

I am a Mechanical Engineer by profession- there are vast advantages of combining Alternative 1, 2, & 3 and eliminating "No Action"- !. Amtrak needs to offer a transportation system that provides reliable, time efficient, and cost effective movement of passengers and goods.

Less effect by storms (my father was stuck on a train in CT during the 1938 Hurricane & current location of tracks on the beach in Niantic is pathetic, the only value is scenic from a train passengers perspective)

Less lift bridges which would be better for both trains & the boating community (I am a frequent visitor by boat to this area of CT)

And more higher speed trains would benefit this country- we're behind the rest of the world-!

NEC DEIS Comments - RECORD #2103 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Robin

Last Name : Schonberger

Stakeholder Comments/Issues :

As a resident of Old Lyme CT

I find Alternative 1 for the

Proposed High Speed Rail

TOTALLY UNEXCEPTABLE.

Please register my opposition.

NEC DEIS Comments - RECORD #1601 DETAIL

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

To Ms. Carol Braegelmann, Office of Environmental Policy and Compliance,

Please see the attached letter in opposition to Alternate 3, in the

.... Tier 1 Draft Environmental Impact Statement (EIS) and Section4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Thank you for taking this matter seriously.

Carol Schreter, for the Baltimore Bird Club
1905 Dixon Rd.
Baltimore, MD 21209
(410) 664-5151
C.Schreter@[REDACTED]



A Chapter of the
Maryland Ornithological Society

1905 Dixon Rd.
Baltimore, MD 21209
(410) 664-5151
C.Schreter@comcast.net

Feb 12, 2016

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

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

Dear Ms. Braegelmann:

The Baltimore Bird Club strongly opposes Alternate 3 in your rail plan.

This proposal would slice off 60 acres of the Patuxent Research Refuge (PRR), including a pristine stream, wetland, riparian and forest habitat critical to a number of at-risk bird species. This would dissect the largest remaining forest block in central Maryland. The ecological integrity of this block is vital to many declining bird species such as Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

As vital habitat for these species, in 2006 the PRR was identified as an Important Bird Area (IBA).

The Patuxent Research Refuge was established in 1936 to support wildlife research. It is part of the National Wildlife Refuge system, the mission of which is "conservation, management, and where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations of Americans."¹

You are at the Office of Environmental Policy and Compliance. This plan does not comply with the above mission. Feasible and less destructive alternatives exist. Please choose an alternate that does not disturb this national treasure.

Sincerely,

Carol Schreter, Conservation Chair
Baltimore Bird Club

¹ National Wildlife Refuge System, Mission Statement, October 15, 2015,
<http://www.fws.gov/refuges/about/mission.html>

NEC DEIS Comments - RECORD #1820 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : David
Last Name : Schroeder
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 #1506 DETAIL

Status : ██████████
Record Date : 2/14/2016
First Name : Nancy
Last Name : Schroeder
Stakeholder Comments/Issues :

As a former retail business owner on the main street --- one who continues to be involved and care about the community --- I find it difficult to believe that this could even be under consideration. This HISTORIC District area it would destroy IS the heart of the community. Please, please, reconsider. Find another route. One that does not destroy at least three historic buildings, museums and library, and/or impact access to them.

NEC DEIS Comments - RECORD #815 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Donald R.

Last Name : Schwartz

Stakeholder Comments/Issues :

Do not allow a rail line or any invasion of the preserve.

Donald R. Schwartz

Baltimore, MD

NEC DEIS Comments - RECORD #1921 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Richard

Last Name :

Schwartz

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 #1720 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Dear NEC Staff at Department of Transportation:

Please find attached and enter into the comments on the Draft EIS for NEC Future by the Maryland Ornithological Society. The document will not lend itself to good reproduction in an email window, hence i am attaching it as a Word document.

Kurt R. Schwarz Conservation Chair Maryland Ornithological Society www.mdbirds.org 9045 Dunloggin Ct. Ellicott City, MD 21042 410-461-1643 krschwa1@verizon.net



MARYLAND ORNITHOLOGICAL SOCIETY

9045 Dunloggin Ct.
Ellicott City, MD 21042
krschwal@verizon.net
www.mdbirds.org
February 15, 2016

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

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 NEC Staff:

The Maryland Ornithological Society (MOS) appreciates the opportunity to comment on NEC Future. MOS strongly opposes Alternate 3 of NEC Future. MOS is a statewide nonprofit organization established in 1945 and devoted to the study and conservation of birds and nature. Currently we have 15 chapters in Maryland. Our members frequently visit PRR to observe its wildlife, and several also volunteer at the Refuge.

This proposal would eliminate 60 acres of the Patuxent Research Refuge (PRR) to include pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. This area constitutes valuable wildlife habitat in a heavily developed area. It contains the largest forest block still in existence in central Maryland. The ecological integrity of the block is vital to many declining bird species such as Eastern Whip-poor-will, Wood Thrush, Kentucky Warbler and Prairie Warbler. It has also hosted Chuck-Will's-Widow, a very uncommon species in Maryland. Because it serves as a vital habitat for these species, PRR was recognized in 2006 as an Important Bird Area (IBA).¹

PRR was established in 1936 as the Patuxent Wildlife Research Center to support wildlife research. It has since grown to 12,841 acres. It is part of the National Wildlife Refuge system, the mission of which is "conservation, management, and where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations of Americans."² Permitting a rail line to destroy publicly-owned natural resources at PRR would constitute a dangerous precedent for the nation's most beautiful and biologically diverse landscapes.

Fragmentation of forest habitat by roads, power line cuts, logging and similar intrusions

is well-documented to have serious negative impacts on bird populations. Disturbance, increased predation and nest parasitism result in reduced reproductive success and in some cases, total elimination of species from the forest. Ironically, some of the earliest work on this subject was done at the Patuxent Wildlife Research Center.³

Feasible and less destructive alternatives to destroying part of this wildlife refuge exist. While improving passenger rail traffic in the Northeast is important, it should not be at the expense of one of the last remaining green spaces between Baltimore and Washington, D. C. Please choose an alternate that does not disturb this national treasure.

Sincerely,

Kurt R. Schwarz
Conservation Chair
Maryland Ornithological Society

¹ IBA's in Maryland, Audubon Maryland-DC, 2015, <http://md.audubon.org/ibas-maryland>

² National Wildlife Refuge System, Mission Statement, October 15, 2015, <http://www.fws.gov/refuges/about/mission.html>

³Robbins, Chandler S. Effect of Forest Fragmentation on Bird Populations, The Passenger Pigeon, volume 41, number 3, <http://digicoll.library.wisc.edu/cgi-bin/EcoNatRes/EcoNatRes-idx?type=article&did=ECONATRES.PP41N03.CROBBINS&id=EcoNatRes.pp41n03&size=M>

NEC DEIS Comments - RECORD #101 DETAIL**Status :****Record Date :** 1/5/2016**First Name :** James**Last Name :** Schwarzwaldner**Stakeholder Comments/Issues :**

Benjamin Franklin said, "A penny saved is a penny earned." Well a minute saved is a minute earned. The costs of increasing top speeds on the NEC may be a geometric progression, that is, for each extra mile per hour in top speed, the capital cost of achieving that higher speed may be increasing at an increasing rate. Therefore, I suggest that in the Tier 2 EIS there is a thorough examination of present "dwell times" with present Amtrak equipment at all NEC stations. In particular the number and location of doors per coach and width of doors per coach impacts boarding and alighting times. For instance if there were two or three sets of double doors per coach, the dwell times at intermediate stations might be cut by half or two thirds. This manner of time savings may be less costly to achieve than making the railroad capable of say 160 miles per hour versus 145 miles per hour. I understand new trains will be purchased for the NEC. The only downside is you would lose a few seats per coach with wider doors and / or more doors per coach. Secondly, consideration should be given to using a coach along the lines of the "multilevel coach" used by NJ TRANSIT. Seating capacity with two levels is much greater than a single level coach and the ends of each multilevel coach for Amtrak NEC service could be devoted to just boarding and alighting purposes, that is, no seating. Seats on both upper and lower levels could be assigned by destination like most airlines and Amtrak long distance trains do. Then persons that are getting on or off at intermediate stations could be assigned to the lower level to speed boarding alighting, with persons destined for the terminal stations assigned to the upper level. I'm assuming the new tunnel in Baltimore will accommodate the height of a NJ TRANSIT style multilevel coach. I note that Tier 2 will look at characteristics of the regional rail and transit systems along the NEC and the "connectivity" of these commuter systems with NEC service. Again a minute saved is a minute earned. Many commuter rail services operate in the off peak or base on hourly headways. If the commuter rail services operated on say 30 minute headways in the base period, then all things being equal, an NEC passenger beginning or ending their trip on commuter rail or using commuter rail for a leg of a "through, multimodal " trip could save on the average 15 minutes in travel time if the commuter train operated every 30 minutes versus every 60 minutes. That is a significant savings in travel time. It represents a trade off in additional operating costs for more frequent commuter service versus more capital intensive costs to raise speeds on the NEC to save 15 minutes. A thorough study of access and egress modes for projected NEC travelers is highly desirable. With Uber, Lyft and others getting into the car or ride sharing or taxi business, those who access or egress NEC stations in the future may do so in different proportions than today. Drive and park, walking and bicycling are also options to access or egress NEC stations. Apparently considerable time has been spent developing conceptual service plans for future NEC trains for the Tier 1 EIS Alternatives. I suggest consideration be given to combining SEPTA and MARC service into a jointly operated low fare "through" service making local stops between Trenton and Washington D.C. This would fill a gap on the corridor between Newark Delaware and Aberdeen Maryland. Intercity bus will be stuck in traffic on I-95, the journey between Philly and D.C. or New Jersey and Virginia has only gotten more difficult as highway volume has increased. A low cost, local stop train service between Trenton and D.C. could pick up a lot of business maximizing the investment in NEC infrastructure. North of Trenton the train consists of NJTRANSIT are too long to participate. Thanks for the chance to comment.

NEC DEIS Comments - RECORD #2514 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Anemone

Last Name :

Schweizer-Kaplan

Stakeholder Comments/Issues :

I'm strongly opposed to alternative 1 of the North East Corridor Futures proposal. The highway 95 corridor is already impacting the environment gravely. Build a new train trades further inland!

NEC DEIS Comments - RECORD #1630 DETAIL

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

We have very little woodlands left in the DC-Baltimore corridor why do we have to use acreage in a NWR for a rail line?? It does not make much sense!! We need to find a better alternative.

Sincerely,
Dave

Dave Schwenker
American

[REDACTED] 95 Defense Highway, Annapolis, MD 21401

Direct: Line [REDACTED]

[REDACTED] FAX [REDACTED]

[REDACTED] [www.American-Bus.com](http://www.american-bus.com/) <http://www.american-bus.com/>

[REDACTED] The Bus & Sprinter Professionals

NEC DEIS Comments - RECORD #2898 DETAIL

Status : ██████████

Record Date : 2/16/2016

First Name : Jules

Last Name : Sciocchetti

Stakeholder Comments/Issues :

This entire process has been done in poor fashion and should be extended .

That being said its obvious why they are being sneaky, nobody wants it and it's not necessary. This house is against it!!!!

NEC DEIS Comments - RECORD #971 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Helen

Last Name :

Scott

Stakeholder Comments/Issues :

As a life long resident of Old Lyme as well as the daughter and granddaughter of life time residents I absolutely oppose this plan which will destroy the downtown area of Old Lyme, the historic district, the schools Pre-K, 6-12 as well as the Lyme Academy of Fine Arts (college) and bring no benefit, financial or otherwise to the area. This plan will also have a huge and I believe negative impact on the fragile eco system in the estuary at the mouth of the Connecticut River.

NEC DEIS Comments - RECORD #2468 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Richie

Last Name :

Scott

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2195 DETAIL

Status :

UNREPLY

Record Date : 2/15/2016

First Name : Emily

Last Name : Scranton

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1778 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Lisa

Last Name :

Scranton

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

Lisa Scranton

Next speaker is Carl Amento.

And thank you all so far for being concise in your remarks. It's very helpful.

MR. AMENTO: Good evening. I also want -- my name is Carl Amento, and I'm from the South Central Regional Council of Governments. That's the 15 municipalities in this region, centered on New Haven. We run from Milford to Madison to Meriden, and I represent the mayors and the first selectmen from that area.

I too want to commend you, as Mr. Piscitelli did, for the wonderful job you've done. We've been coming to these hearings here for the last several years, and the process has been really open and responsive, which has been great. And of course the EIS document itself, to the extent that I have plowed through it and my staff has, also just seems to be a great job.

In particular, I wanted to commend you too for including in all of the alternatives, really, except the no-build one, the importance of the state of good repair in the area between New York City and New Haven. That is where the demand is. That is really where the action is in terms of ridership and demand for ridership. And there is such a fragile situation with the bridges there that I'm glad that that has been moved up to prominence in all of the alternatives that involve building.

Obviously the importance to the economic development of not only the region but the country is at stake, and particularly in that corridor between New York and New Haven.

At this point, although we'll be submitting formal comments once I've had a chance to really talk to the mayors and first selectmen -- we have a meeting coming up, and we'll go over this in more detail -- at this point I'm just off the cuff, but we'll be submitting formal comments to you before January 30th.

At this point, we really favor both Alternatives 1 and 2. They both seem to be really getting at a sweet spot between, you know, doing nothing, which is just going to be -- would be a horrendous mess, and Alternative 3, which seems like -- it's very visionary, and I commend you for that, but it would be extremely expensive, and also the new development in new areas would involve really a lot of impact on the environment.

So at this point, 1 and 2 seem to be good, measured responses to the situation and a balance between the environment and the economy. Thank you.

MS. SIEGEL: Thank you.

SCRCOG

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

February 16, 2016

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

NEC Future
US Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

On behalf of the South Central Regional Council of Governments, we thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

The South Central Regional Council of Governments represents the fifteen municipalities in the greater New Haven region.

The DEIS presents a series of alternatives for consideration. Because the DEIS looks broadly over the entire system, no single alternative truly captures the essence of our region's core objectives, namely dramatically improved commuter travel time to New York City together with improved travel time and more frequent service to Washington and Boston. We feel strongly that the DEIS should address those areas that must be addressed to meet these objectives. In fact, some of the alternatives presented still present new alignments which bypass New Haven and/or the entire coastal corridor of Connecticut. These bypass routes do not support the knowledge-based and innovative economies of southern Connecticut, nor do they merit further consideration by the FRA based on the technical analysis presented in the DEIS.

We call your attention to the significant environmental impacts associated with the Alternative 3 route through central Connecticut, which is anticipated to affect over 42,000 acres of developed

land and another 30,000 acres of undeveloped land (Page 7.2-5). Such a pronounced change in development in largely rural portions of Connecticut is inconsistent with the State of Connecticut's Conservation and Development Policies, which calls for the State to "conserve and restore the natural environment, cultural and historical resources and traditional rural lands." Our State, furthermore, places a high emphasis on its existing urban centers, with focused reinvestment in center cities, inner ring suburbs and transit-rich environments.

Rather, we urge you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. The South Central region, along with New Haven, and the other regions and cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs. Many of New Haven's neighborhoods are economically distressed. From an environmental justice perspective, it is equally important to support these communities and not circumvent them through bypass alignments.

In closing, let us again express strong support for the DEIS process and future improvements to the Northeast Corridor. We encourage you to issue a final EIS that recommends (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route, including the necessary infrastructure improvements; (2) improved travel time and more frequent service to and from Washington and Boston on the coastal route, Hartford-Springfield route; and (3) a final decision to not move forward with the Central Connecticut alignment.

Thank you for your time and attention to this matter.

Very truly yours,

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

Carl Amento
Executive Director

cc: SCRCOG Chief Elected Officials

NEC DEIS Comments - RECORD #348 DETAIL

Status : ██████████
Record Date : 1/28/2016
First Name : Otis
Last Name : Scrivens
Stakeholder Comments/Issues :

To whom it may concern:

Any plan for expanded or future rail improvements must include Core cities like Wilmington Delaware. Keeping our urban centers connected will ensure the prosperity of Amtrak in the North East. Keeping Wilmington connected recognizes its past and future role as one of your busiest stations. Here is a little more on Wilmington's possible future (see attached):

The Riverfront Location: The expansion of the newly refurbished Amtrak station to allow for a variety of transportation options will create Delaware's new "Intermodal Transit Center" as follows:

Intermodal Transit Options (Wilmington Phase I)

?

* Hub for Local DART Bus Services

?

* Hub for National Bus Services

?

* Onsite Philadelphia Airport Airline Ticket Booths (with luggage check-in)

?

* Express Rail Access To Philadelphia International Airport

?

* Hub for Airport Shuttle Services (Philadelphia & New Castle County)

?

* Hub for Car Rental Services

?

* Taxi Service Parking Area

?

* Consider Future Ferry Services

?

* Consider Future Expanded State & Regional Rail Services

Thanks,
Otis Scrivens
CP: 302-229-0363
Newark, Delaware

Attachments :

Wilmington_Transit_Center_Site_II_V1.4[1].pdf (610 kb)

Intermodal Transit Center

At Riverfront Wilmington

6/6/2011



Revised: 1/1/2016

Otis Scrivens

302-229-0363

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Introduction:

Dear Reader:

I wanted to share with you that as a Project Manager I have been trained to look at a client's project Charter from the business perspective, assess the client's (customer) needs and then document a path that would result in the implementation of positive changes. It is with an eye toward that same methodology that I looked at the public transportation needs for the city of Wilmington.

As a consultant, I have had the opportunity to travel to such great American cities as Chicago, Omaha, and Philadelphia which has enabled me to experience public transportation outside of the Wilmington metropolitan area. It was from this perspective that I researched and documented the attached proposal for moving our public transportation system toward the Intermodal model which has been our country's adopted national model since the 1990s.

I believe that as a Delawarean, it is my civic responsibility to share with you ideas that could result in improvements for our state's citizens from both an economic and quality of life perspective. It is for these reasons that I will continue to encourage you to consider every viable option when it comes to our state's transportation goals and/or needs.

Thank you for your time and consideration.

Sincerely,
Otis Scrivens, Jr.
302-229-0363

The Case for an Intermodal Transit Hub in Wilmington, Delaware:

As someone who has researched and written about the possibility of an Intermodal Transportation Center in the City of Wilmington, I think it would be a missed opportunity if we were to build a conventional standalone bus station. I believe that the approach we should take should be a catalyst for lasting changes to our transportation system that encourages mass transit usage in the state. Good transit infrastructure is often cited by employers as a reason for moving to a new city or staying and growing within their current city/state. As a result of growth in ridership, we need to reconsider the idea of Rodney Square as a bus hub and it's in the State's best interest to promote the continued growth in the number of people willing to use public transportation. When planning for any changes, we need to first understand what has made Rodney Square work as a bus hub. I believe that the reasons are as follows:

1. Convenient Location
2. Open and Safe Area
3. Clean and Aesthetically Pleasing
4. Good Natural and Evening Lighting
5. Clear View of Returning & Departing Buses
6. Ease of Bus Transfer
7. Handicap Accessible

When you understand the reasons why Rodney Square works for current bus riders, then you see the difficulty with the decision to simply move some of the buses to other downtown Streets. The problem with a standalone bus terminal is that other modes of transportation remain separate and non supportive of one another making the task of enticing more people out of their cars difficult.

The best solution is an "Intermodal Transit Center". They are facilities designed to provide public transportation users with a variety of transit options under one roof. Done correctly, these centers are hubs for local and national bus services, are easily accessible to local train services, ferry services, Taxi services, airport shuttle services and other modes of transportation. That is why I believe that the parking lot on the river side of the Amtrak train station is the perfect location for Wilmington's transit center. Another way to look at the transit center is as a location to transfer to another bus or some other mode of transportation if your final destination is not specific to downtown Wilmington (or the Riverfront). The buses would continue to stop at designated bus stops throughout the city and county but if you stay on your bus the transit center will be the terminus (the last stop).

The interior of the transit center should be comfortable and inviting for both travelers and office workers. The proximity to the Riverfront Park provides for a beautiful setting should you chose to wait outside for your bus. The center itself should include a mixture of transit booths and retail options as follows:

- ✓ Delaware Welcome Center
- ✓ Restaurant / Food Vendors
- ✓ Convenience Store
- ✓ Retail Shops
- ✓ Other Amenities

As the number of downtown workers and residents continue to grow, connecting the transit center to Market Street and to Wilmington's downtown employment centers by streetcar would make the downtown area more walk-able and further encourage transit use by increasing its convenience/accessibility. The idea here is if you are an employee who decided to take public transit into work in Wilmington you would still have mobility within the downtown and easy access to a one stop shop that has various types of transportation should an emergency occur requiring you to return home quickly.

Source - "The Smart Growth Manual" (page 37):

"While light rail is better at providing regional mobility, investments in streetcars are better at targeting smaller urban corridors. Buses, while less expensive, do not provide the permanence or civility of streetcars and therefore are not as effective at urban revitalization."

Authors: Andres Duany, Jeff Speck with Mike Lydon

The City of Wilmington's potential for increasing the number of transit users:

From Wikipedia, the free encyclopedia

"Joseph R. Biden Jr. Railroad Station, normally called **Wilmington Station**, is a passenger rail station in Wilmington, Delaware, formerly known as Pennsylvania Station. The station is located on Front Street between French and Walnut Streets in downtown Wilmington. It has one inside level which has stores, a cafe, Amtrak and SEPTA ticket offices, a car rental office, and a post office; passengers board their trains on the second story train platforms. It is served by Amtrak trains along the Northeast Corridor going south to Baltimore and Washington, D.C., and going north to Philadelphia and New York, the Silver Star and the Silver Meteor to Florida, and

the Cardinal to Chicago. Amtrak Thruway Motorcoach service is provided through the station to Dover and Seaford, Delaware, and Salisbury, Maryland. It is also served by SEPTA's Wilmington/Newark Regional Rail Line with service to Philadelphia and Newark, Delaware. Like all stations in Delaware, SEPTA service is provided under contract and funded through DART First State, which also provides extensive local bus service.

Continental Airlines code shares on some Amtrak trains between Wilmington and Newark Liberty International Airport. For this reason, Wilmington Station is assigned the IATA airport code of ZWI.

Wilmington Station changed its name to Joseph R. Biden, Jr. Railroad Station at a public ceremony on 19 March 2011, in honor of U.S. Vice President Joe Biden, who took over 7,000 round trips from the station during his U.S. Senate career. It will still be referred to simply as Wilmington in station announcements. Of the two Delaware stations served by Amtrak, Wilmington was the busier during the 2010 fiscal year, boarding or detraining an average of approximately 1900 passengers daily. It is the twelfth-busiest station within the Amtrak system.”

Note: The closest airport is the Philadelphia International Airport which is only 30 minutes away (by car) from the downtown Wilmington train station. Currently, there are no express SEPTA or Amtrak train services taking passengers through a direct route from the Wilmington Train Station to the Philadelphia International Airport.

Source - Wikipedia, the free encyclopedia Amtrak's Wilmington Station:

Amtrak, Wilmington fiscal year, 2010 (Commuter Train Service)

Daily passengers: 1,900

Weekday Passengers (Mon. – Fri.): 9,500

Source - SEPTA FY 2010 Annual Service Plan:

R-2 Wilmington (Commuter Train Service from Amtrak's Wilmington Station)

Daily passengers: 1,971

Weekday Passengers (Mon. – Fri.): 9,856

*** Amtrak/SEPTA combined weekday Total: 19,356**

Source - TBD Wilmington's National Bus Service:

Daily passengers: Not Available

Weekday Passengers: Not Available

Source – TBD DART First State Bus Services:

Daily passengers: Not Available

Weekday Passengers: Not Available

** National Bus/DELDOT Local Bus combined weekday Total: TBD*

Wilmington, Delaware by the numbers:

From Wikipedia, the free encyclopedia

Wilmington is the largest city in the state of Delaware, United States, and is located at the confluence of the Christina River and Brandywine Creek, near where the Christina flows into the Delaware River. It is the county seat of New Castle County and one of the major cities in the Delaware Valley metropolitan area. Wilmington was named by Proprietor Thomas Penn for his friend Spencer Compton, Earl of Wilmington, who was prime minister in the reign of George II of Great Britain.

According to the 2010 census, the population of the city is 70,851, a decrease of 2.4% from 2000. The metropolitan area which includes the cities of Philadelphia, and Camden, New Jersey had a 2006 population of 5,826,742, and a combined statistical area of 6,398,896.

Population City of Wilmington: 70,851

Population New Castle County (or Wilmington Metro): 467,628

** Wilmington/New Castle County Total Population: 538,479*

** Greater Metro including Philadelphia, PA. and Camden, NJ Total Population: 5,826,742*

Federal Financing Sources (and Programs):

Joint Development

Source – FTA Website:

Copy and Past Into your web browser: http://fta.dot.gov/publications/about_FTA_11009.html

A subset of Transit-Oriented Development, Joint Development refers to the development of real property that was purchased with FTA funds. More often than not, this real property is developed while maintaining its original public transportation purpose.

This is done by placing residential, commercial, or community service development on, above, or adjacent to property that was purchased with FTA funds. Joint Development may include, but is not limited to, the following:

- commercial and residential development,
- pedestrian and bicycle access to a public transportation facility,
- construction, renovation, and improvement of intercity bus and intercity rail stations and terminals,
- renovation and improvement of historic transportation facilities

To be eligible for FTA funds, Joint Development improvements must satisfy certain economic criteria, provide a public transportation benefit, and provide revenue for public transportation.

Here is a list of the type of improvements and activities that may be funded by FTA as part of a Joint Development project:

- Real estate acquisition
- Demolition
- Site preparation
- Building foundations
- Utilities
- Walkways
- Open space
- Safety and security equipment and facilities
- Facilities that incorporate community services like healthcare and daycare
- **Intermodal transfer facilities**
- Transportation-related furniture, fixtures and equipment
- Parking
- Project development activities
- Professional services
- Pedestrian improvements
- Bicycle improvements

To find out if your project qualifies as a joint development process, please review our joint development policy Federal Register Notice. If a grantee wishes to apply for FTA funding, the first step is to submit the Joint Development checklist to your FTA Region.

If you have a question that is not answered here about Joint Development, click here to view frequently asked questions.

Tools & Programs

Source - FHWA Website:

Copy and Past Into your web browser:

http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/index.htm

Innovative finance tools and programs have been designed to enhance the effectiveness of grant management techniques and bridge investment gaps between available resources and infrastructure needs. They comprise three primary mechanisms:

Federal-aid Fund Management Tools

Increase states' flexibility in providing the required match for Federal-aid programs and advances the timing of Federal-aid fund reimbursement

Federal Debt Financing Tools

Allow state and local entities to borrow against future expected revenue and Federal aid to better manage and accelerate project delivery.

Federal Credit Assistance Tools

Improve project sponsors' access to credit through loans and credit enhancements to better manage and accelerate project delivery.

Private Activity Bonds (PABs)

Private Activity Bonds are issued by a public, conduit issuer on behalf of a private entity for highway and freight transfer projects, allowing a private project sponsor to benefit from the lower financing costs of tax-exempt municipal bonds.

Advance Construction and Partial Conversion of Advance Construction

Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority

before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program.

There is no obligation or guarantee on either side. If Federal funds are not available, the state will not be able to convert the project to a Federal-aid project. In some cases, the state may choose not to convert the project, if state funds are sufficient.

Partial conversion of advance construction (PCAC) is a somewhat different approach in which the state converts, obligates, and receives reimbursement for only a portion of the Federal share of project costs. This removes any requirement to wait until the full amount of obligational authority is available. The state can therefore convert an advance-constructed project to a Federal-aid project in stages, based on cash flow requirements and availability of obligational authority, rather than all at once on a single future date. This flexibility enables a state to begin some projects earlier, delivering the benefits to the public sooner. PCAC is used in conjunction with GARVEE bonds when Federal funds are obligated for debt service payments over a period of time.

Increased advance construction flexibility was provided in Section 308 of the NHS Act (1995). FHWA can approve construction for reimbursement after the final year of an authorization period, provided the project is on the state's transportation improvement program (STIP).

Process

An AC project application may only be approved if it is included in a state's transportation improvement program (23 U.S.C. 115(c)). The AC approval process includes the following steps:

1. State identifies project(s) and requests AC designation.
2. FHWA Division Office ensures state meets financial preconditions for AC.
3. FHWA reviews and approves AC designation for project. Project agreement executed.
4. State constructs project following Federal-aid requirements.
5. State requests conversion to Federal-aid project full or partial and project agreement is modified.
6. FHWA obligates Federal-aid funds per modified project agreement.
7. State requests reimbursement for costs incurred full or partial as needed.
8. FHWA reimburses Federal-aid share of costs of state.

Existing Intermodal Transportation Centers:

Downtown New Rochelle

Population of 77,062 -



Location, Location, Location

With direct access from the New England Thruway (I-95), Metro-North and Amtrak, Downtown is convenient to the tri-state area. Manhattan is only thirty minutes away by Metro-North Railroad. Amtrak's Northeast corridor service connects Downtown to Washington, DC, Boston and points in between. Limousine service takes passengers from Downtown to the two New York Metropolitan area airports.

New Rochelle Transportation Center

One of the greatest boons to Downtown and the City of New Rochelle in recent years has been the opening of the New Rochelle Transit Center. With its parking garage for over 900 vehicles and authentically renovated station, this facility offers quick Metro-North train service to New York City and Amtrak service to Boston, New York and Washington, D.C. It also houses a bus terminal, accommodating as many as 300 buses per day, and offers taxi and airport limousine service.

The Ogden Transit Center

Population of 82,825 -



This facility brings together many passenger transportation modes and simplifies transfers between them.

The Utah Transit Authority's buses, taxis, Greyhound buses, and all kinds of shuttles meet at the Transit Center on Wall Avenue alongside the Union Pacific Railroad tracks just north of downtown's Union Station. This centralized location makes public transportation to and from Ogden city both simple and easy to use.

It's That Easy

You're a Salt Lake City resident and you're tired of the crowds and traffic - then hop aboard the Frontrunner for a day of fun at The Junction in Ogden, followed by your choice of fine cuisine on Historic 25th Street before boarding the train again for a leisurely ride home. Or maybe you're an Ogden resident, a sports fanatic with season tickets to the Utah Jazz - don't fight those pre-game restaurant crowds and post game traffic jams. Rather, choose from menus of everything from steak to sushi down Historic 25th Street, then let Frontrunner and TRAX get you to the game and back.