

METRO's downtown Akron Transit Center

Population of 199,110 -



The new Intermodal Transportation Center cost approximately \$17.2 million in combined local, state, and federal funds. Federal funding accounted for \$12 million of the necessary funds, with \$2 million being contributed by ODOT.

The City of Akron contributed the ground for the facility—appraised at \$2.3 million—representing 65 percent of the required local match.

Since METRO's creation in 1969, passenger transfers had been made street side in downtown Akron. The new 14,000-square-foot Transit Center provides off-street transfers, eliminating the need for passengers to cross a busy city street in order to change buses. The climate-controlled, glass-and-steel Transit Center building offers an enclosed waiting area for 300 people.

The building also houses METRO Customer Service representatives, restrooms, vending machines, an ATM, storage, office space, Greyhound Bus service, a cafe, and security in the form of more than 90 cameras plus an Akron Police Department substation.

A Community Room offers meeting space for METRO functions as well as community groups. Arrangements to use this community Room are made through METRO's Marketing and Communications Department.

Downtown Akron is Summit County's largest transit destination and transfer point. Approximately 4,000 public transit passengers travel to downtown Akron each weekday: workers, students, entertainment users, shoppers, and those in transit to other locations. Sixty percent of all METRO bus-to-bus transfers (more than 2,000 daily) occur downtown.

Looking to the future, expanded tenants in this facility may include the Cuyahoga Valley Scenic Railroad and regional passenger rail service.

At the Transit Center, passengers are within less than one-half mile of the ever-expanding Towpath hike-and-bike trail. Bike racks already installed on all METRO line-service buses allow passengers to transport a bike to the new Transit Center and from there; it is a short ride to the bike path's route through downtown Akron. As service needs grow, the Transit Center is designed to accommodate articulated buses to carry passengers on METRO's busiest routes.

In the Transit Center's first year of operation, the rooftop solar panels provided nearly 20 percent of the electric energy consumed there. In addition, 134 Energy Credits were sold to Duke Energy in southwestern Ohio at the going price of \$450 per credit unit, creating an unexpected income of \$60,300 during the first year of the Transit Center's operation.

Fort Worth Intermodal Transportation Center (ITC) Station

Population of 741,206 –



TRE Western Fare Zone
Corner of 9th and Jones Streets
(1001 Jones Street, Fort Worth 76102)

The ITC is home to the T's largest bus transfer center, and the T's Customer Relations Center maintains a staffed kiosk inside for passenger information services. Taxi and Amtrak service is available also. Facilities and services are 100% wheelchair accessible.

Customer Features:

- Wheelchair Accommodations
- Restrooms
- Telephones
- Ticket Vending Machines
- "Kiss & Ride" Passenger Drop-Off/Pick-Up
- Meeting Rooms
- Customer Service Center
- Amtrak Depot
- Taxi Stand

Intermodal Transportation Center (ITC)

- Opened January 12, 2002

The term "intermodal" refers to the many modes of transportation available in the facility. The ITC offers access to commuter rail service on the Trinity Railway Express, regional and national Amtrak train service, taxi and bus & trolley service provided by the T.

The architecture of the ITC is designed to echo the city's past while blending with the surrounding buildings downtown. The most striking aspect of the building's exterior is the 70-foot, four-faced clock tower that has become a Fort Worth landmark.



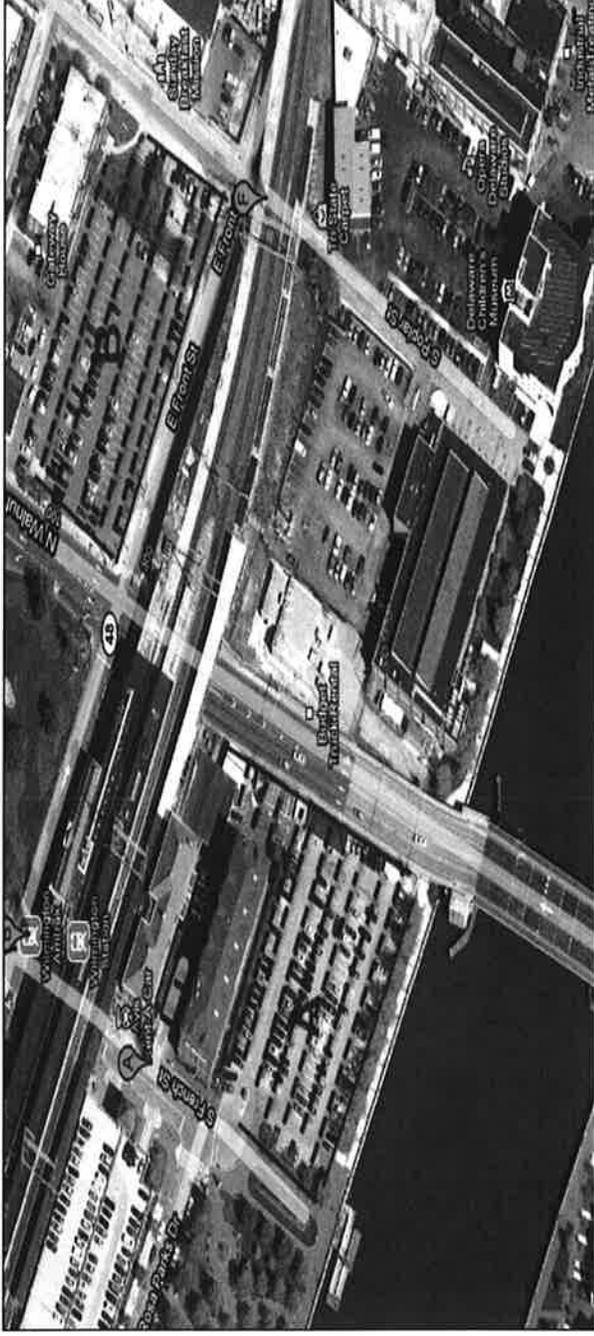
In addition to the interior and exterior amenities, customers will find visual art an integral part of the ITC. A depiction, in clay, of the history of African American businesses/life that existed at the site of the ITC between 1865 and 1940 can be seen in five panels inset into the wall of the breezeway entrance. (Sculpted by artist Paula Blincoe Collins)

On permanent display is a restored original Interurban Trolley (CAR 25) that ran the rails between Fort Worth and Dallas between 1924 and 1934. A shaded courtyard leads to a life-size interactive game board designed by local artist, Joan



The Delaware Transit Center at Riverfront Wilmington – Site Option II

- **Wilmington Delaware:** The Christina River Waterfront becomes the site of Delaware’s new transit center.
- **DELDOT, DRBA & Amtrak:** The creation of this new transit center will be a joint effort between DELDOT, the Delaware River & Bay Authority (DRBA) and Amtrak. The project will include a “Ferry Terminal” and an “Office Tower.”



The Delaware Transit Center at Riverfront Wilmington

- **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:

Ø **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

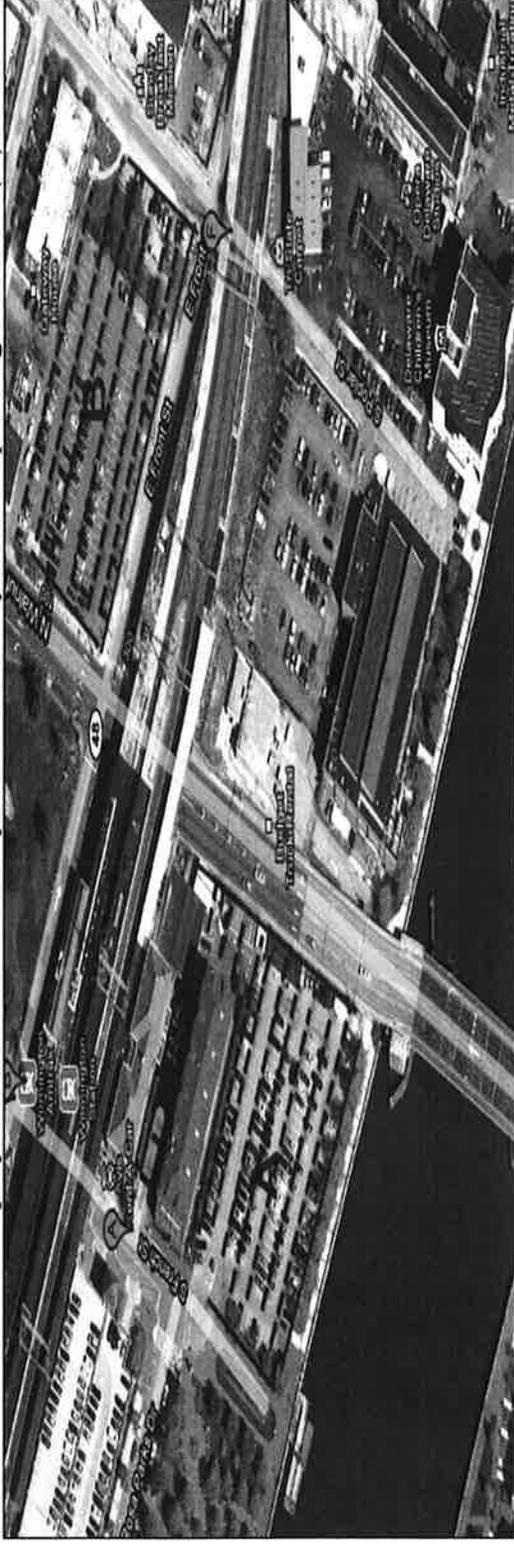
The Delaware Transit Center at Riverfront Wilmington

- **Infrastructure Investment:** Future investments may include additional rail lines and trolley service (streetcars) from the transit center up Market Street down King Street back to the transit center.
- **Office Tower:** A shared ownership agreement between Amtrak, DELDOT and the DRBA will result in consolidated offices in a 15 story tower to be built on top of the new transit center. Additional floors will be available for multiple tenant leases.
- **Bus Service:** Both local and national bus services will be available to commuters.
- **New Ferry Services:** The DRBA will create a hub for ferry services between Delaware, Pennsylvania and New Jersey at the site.
- **Park & Ride Lots:** The DRBA will build “Park & Ride” sites in each state along the Delaware river for ferry services.

The Delaware Transit Center at Riverfront Wilmington

Ø Identify Property Expansion:

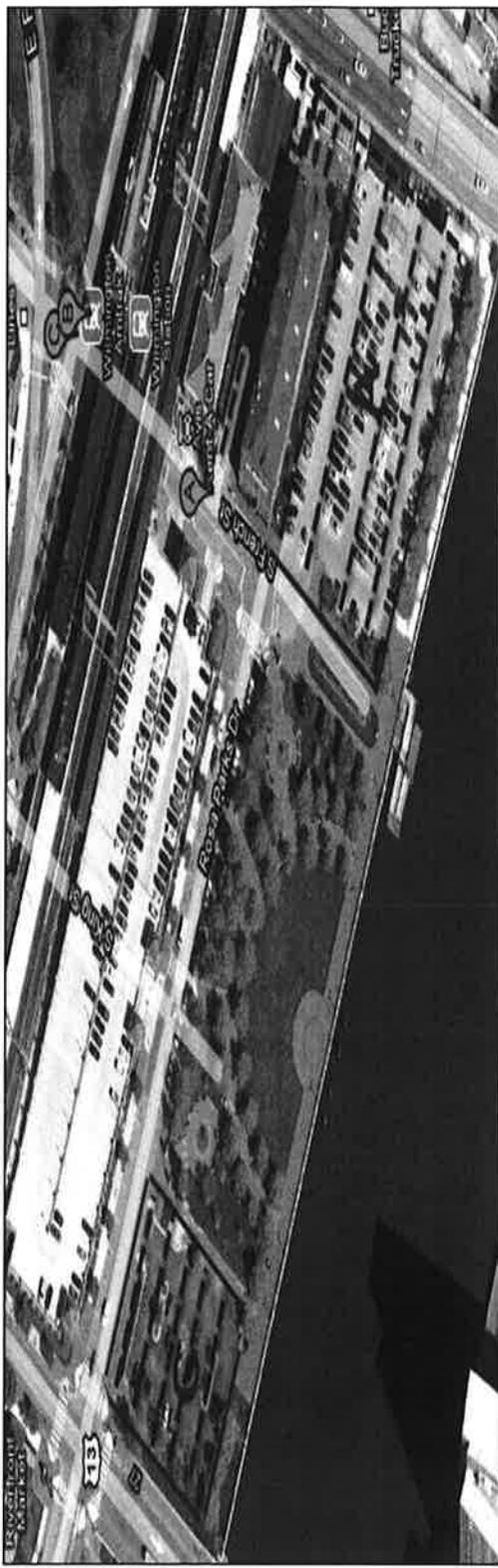
- ✓ 15 story office tower will be built (on top of the transit center) and include office space for DELDOT, the DRBA and Amtrak (A)
- ✓ The Delaware River and Bay Authority (DRBA) will add ferry services between Wilmington, Philadelphia, Chester, and South Jersey (A)
- ✓ Additional Transportation Ticket/Commuter Service Areas Added (A)
- ✓ The transit center project will include an adjacent multistory 900 car parking structure (B)



The Delaware Transit Center at Riverfront Wilmington

- **National Bus Service & Airport Shuttle Pickup:** All transportation options will be available from both within and around the new transit center as follows:

- ✓ National Bus Services Drop-off & Pick-up (C)
- ✓ Airport Shuttle Drop-off & Pick-up (C)



The Delaware Transit Center at Riverfront Wilmington

- ✓ Return a portion of the park back to the street grid (which becomes a decorative red brick street) allowing Buses, Cars & Shuttles to U turn so that drivers can proceed onto Rosa Parks Drive to South Market Street or take French Street back to MLK Boulevard.
- ✓ Remove metered parking off of Rosa Parks Drive (which becomes a bus zone)



The Delaware Transit Center at Riverfront Wilmington

- The interior of the transit center will be comfortable and inviting for both travelers and office workers. The mixture of retail options and transit ticket booths will represent the ultimate in convenience and will include the following:

- ✓ Delaware Welcome Center
- ✓ Restaurant / Food Vendors
- ✓ Convenience Store
- ✓ Retail Shops
- ✓ Other Amenities



The Delaware Transit Center at Riverfront Wilmington

- ❖ If you believe we can make this happen, here are the next steps:
 - Appoint an exploratory committee
 - Contact the Governor
 - Contact the Mayor's Office

Sincerely,

Otis Scrivens, Jr.
302-229-0363

NEC DEIS Comments - RECORD #2969 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Sally
Last Name : Seaman
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 #1342 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Cheryl

Last Name :

Seaver

Stakeholder Comments/Issues :

My husband and I are retired and use the trains all the time--to NYC and Boston. I think Alternative 3 is the right thing to do for the future. We also use I-95 and would always prefer to travel by train. It would be so exciting to see Rail travel chosen and infrastructure strengthened.

NEC DEIS Comments - RECORD #1890 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Cheryl
Last Name : Seaver

Stakeholder Comments/Issues :

I have already objected to the First Alternative. And have just discovered the tracks would destroy the campus of Lyme Academy. This is totally unacceptable.

NEC DEIS Comments - RECORD #876 DETAIL

Status : Action Complete

Record Date : 2/11/2016

First Name : Henry D.

Last Name : Sedgwick

Stakeholder Comments/Issues :

Plan 2 takes the new service appropriately through State capitols and less developed areas of CT and RI, aiding in their future development and avoiding the disruption of the historical and thickly settled coastal areas. This is a more forward looking plan which will serve the region as well as the major Northeastern cities.

NEC DEIS Comments - RECORD #869 DETAIL

Status :

Not Complete

Record Date :

2/11/2016

First Name :

Robin

Last Name :

Sedgwick

Stakeholder Comments/Issues :

Please do not run the rail lines through the town of Old Lyme and its fragile surrounding ecosystem. If they crossed the river further north they could join the I-95 corridor on the north side. You currently show the new rail route crossing from the south to the north side of the highway, beyond Old Lyme to the east. The rails could join the corridor there and avoid the destruction of this unique and historic area.

NEC DEIS Comments - RECORD #1105 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : Sarah

Last Name : Seene

Stakeholder Comments/Issues :

I strongly disagree with Alternative 1 as it adds a new track through the heart of Old Lyme, CT. Old Lyme is a beautiful town with significant historical and environmental value. My family history goes back 10 generations in this town. We would be devastated to see the historical wholeness of the town compromised for a railroad track, especially when so many other alternative routes exist.

NEC DEIS Comments - RECORD #2149 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Polly
Last Name : Weip

Stakeholder Comments/Issues :

Of course, I, among many are opposed to this current plan high speed rail route; chiefly because the route plan is quite idiotic. Please go back to the drawing board, put on those thinking caps of yours, and come up with a BETTER and SMARTER solution!!

NEC DEIS Comments - RECORD #1437 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Karen

Last Name : Seligson

Stakeholder Comments/Issues :

Alternative 2 makes the most sense to me, as long as environmental impact studies are conducted ethically and followed respectfully. Worcester residents may feel differently but as I have no direct knowledge of that area's needs, I will decline comment on Alternative 3. Alternative 1 is a terrible idea - eviscerating lovely scenic and historic areas always, always results in a net loss, culturally and economically.

NEC DEIS Comments - RECORD #616 DETAIL

Status : Action Complete

Record Date : 2/8/2016

First Name : Michael

Last Name : Semeraro

Stakeholder Comments/Issues :

To whom it may concern,

Below are my questions / comments with regard to the Tier 1 Draft EIS. Each comment is labeled with the relevant page / figured referenced prior to the comment.

Pg. 4-15

Please clarify the need for temporal separation where high-speed tracks and existing tracks are parallel. Is the temporal separation required for all alternatives including if a second spine was built?

Table 4-4

Why were Bi-level intercity-Express High Performance Trainsets like the TGV Duplex not considered?

Section 4.7.3.4

I believe the text is referring to the wrong municipality. Kearney is east and north of the Passaic River, Newark is west of the Passaic River. Kearney is west of the Hackensack River.

Table 4-14

What priorities (environmental, cost, route geometry, physical restrictions etc.) drove the Central Connecticut Route? Could the costs of the route be reduced by utilizing means of construction which are less costly than the tunnels proposed?

Table 5-22

Why is there a decrease in Alt 2 for Regional Rail Trips through the Greater Providence area?

Table 6-3

Were any cost savings due to increases in productivity, new maintenance technologies and new infrastructure taken into account?

Why is there a significant increase in jobs needed to maintain a future corridor which is similar in size to today's?

Table 9-27

Is the 30 minute travel time via Intercity Express, Intercity Regional, or Regional Transit?

Would pricing of the 30 minute service allow for an individual earning the median wage for the region to take the service to their job daily without requiring them to spend a disproportionate amount of their income on travel costs?

Table 9-36

How many miles of new construction by type per alternative?

Are the percentages shown for the route overall or the new construction required for the alternative? The text is ambiguous on if the construction type is new or existing track.

General

Were additional projects considered for Alternate 2 which would raise ridership on Long Island? If LIRR was to improve service times into and out of Penn Station comparable to Intercity Regional speeds, would Long Island residents choose to catch service from NY Penn Stations to other NEC destinations at a rate which would be comparable to the ridership projected in Alternate 3?

Could the Representative Route Mapping Atlas be modified to improve the distinction between the Construction Types of the Alternative Alignments? Currently the sheets for Alternates 2 & 3 have the previous Construction Type alignments shown. Alternate 3 sheets show both Alternate 1 and Alternate 2 Construction Types. The inclusion of previous alternates makes the sheets difficult to follow.

When estimating construction costs was any consideration given to existing known site conditions or restrictions aside from the representative ROW sections? A trench section which is constructed alongside of an existing operating railroad would have a different construction cost than a trench section built on brand new ROW due to restrictions in construction methods and times.

NEC DEIS Comments - RECORD #1664 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Joseph

Last Name :

Semple

Stakeholder Comments/Issues :

I am steadfastly opposed to Alternative #1. It is a short-sighted, destructive option. It would barely improve service between NYC and Boston and its benefits would be short-lived. Plus, it would disrupt and precious estuaries/wetlands and institutions of great historical and social significance including the Florence Griswold Museum, the Lyme Art Academy, the Lyme Art Association and the Old Lyme Historic District. Think beyond 2040.

NEC DEIS Comments - RECORD #1884 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Ali

Last Name :

Senejani

Stakeholder Comments/Issues :

Hello,

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

Thank you, A. Senejani Ph.D.

NEC DEIS Comments - RECORD #1675 DETAIL

Status :

Record Date : 2/15/2016

First Name : John

Last Name : Senning Esq

Stakeholder Comments/Issues :

I frequently use the NEC rail service between Old Saybrook and New London. I live near Old Lyme and am very familiar with the town center and the many historic buildings and features of the community.

Plan One as proposed is one of the most, if not the most, ridiculous proposed plans I have ever seen.

The section of track to be relocated is hardly the worst of all the sections in question!!!!

To propose to relocate it through one of the most historic and beautiful sections of Old Lyme must have come from a total idiot.

As an attorney I will personally see that this will never happen in my lifetime or that of my children.

Never ending Litigation will ensue if this proposal is not dropped promptly.



February 12, 2016

Chairman

Pasquale T. Deon, Sr.

Vice Chairman

Thomas E. Babcock

Beverly Coleman

Rina Cutler

Dwight Evans

Robert D. Fox

Stewart J. Greenleaf

Kevin L. Johnson

John I. Kane

Daniel J. Kubik

Kenneth Lawrence

William J. Leonard

Charles H. Martin

William M. McSwain

Michael A. Vereb

General Manager

Jeffrey D. Kneuppel, P.E.

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

Dear Ms. Reyes-Alicea:

The Southeastern Pennsylvania Transportation Authority (SEPTA) offers the following comments in response to the Federal Railroad Administration's Tier 1 Draft Environmental Impact Statement for the Northeast Corridor (NEC FUTURE).

About SEPTA

The Southeastern Pennsylvania Transportation Authority (SEPTA) was formed by an act of the Pennsylvania General Assembly in 1964 to provide public transportation services to the five counties of Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia). Between 1964 and 1983, SEPTA assumed ownership and operation of various transportation companies, including the Philadelphia Transit Company (PTC), the Philadelphia and Western Railroad (the P&W or Red Arrow), and a commuter railroad system from Conrail that was originally constructed by the Pennsylvania and Reading Railroads. Today, SEPTA is the sixth largest public transportation operator in the country. SEPTA's service territory serves four million people living across 2,220 square miles, with service extending to Trenton and West Trenton, New Jersey and Wilmington and Newark, Delaware. SEPTA provides more than one million daily unlinked passenger trips on a multi model transit system that includes 118 bus routes, two heavy rail lines, thirteen Regional Rail Lines, eight Trolley Lines, three Trackless Trolley Lines, and one inter-Urban High Speed Rail Line. Annual ridership across all modes has increased by 40 million since 2006. Regional Rail Ridership was 37.4 million trips in FY2015.

General Comments

The Northeast Corridor is a vital transportation asset for Southeastern Pennsylvania. It is utilized by six of SEPTA's 13 Regional Rail branch lines including the busiest line in the system – the Paoli-Thorndale line. The Northeast Corridor is an integral part of the region's transportation network and economy and the chosen investment program as selected through the EIS process must guarantee its future. SEPTA recognizes and appreciates the efforts of the FRA for having worked in an inclusive and partnered

approach with the Regional Rail carriers – which transport the majority of ridership on the Northeast Corridor – for the development of the DEIS alternatives. Of primary importance to SEPTA is that the Northeast Corridor attain a state of good repair so that existing service can continue to be provided with increased safety, performance, and reliability. The No Action Alternative within the DEIS fails to bring the NEC into a state of good repair which is not an acceptable outcome. Continuing to let the NEC deteriorate, which has been the inevitable practice through under-investment over many years, would degrade SEPTA service significantly impacting our customers and the economy of Southeastern Pennsylvania.

SEPTA acknowledges the efforts of the FRA to evaluate and present issues that impact both Regional Rail and Intercity Rail. However, it should be noted that alternatives with features that create more capacity on the corridor clearly benefit all users, but alternatives with features designed for higher speeds primarily benefit Intercity Rail service, as provided by Amtrak. This DEIS and the associated service development plan and record of decision which will result from it should recognize that Regional Rail agencies are not endorsing investments that primarily benefit intercity service.

Federal funding is necessary to make the implementation of any of the Action Alternatives successful. Under the Passenger Rail Investment and Improvement Act (PRIIA) and the resultant Cost Allocation Policy, owners and operators are committed to investments that ensure the NEC remains in a state of good repair. That commitment assumes that the backlog of major capital projects, which has been identified at \$52 billion, and includes such projects as the replacement of river bridges in Connecticut, the Baltimore and Potomac tunnels and the Hudson River tunnels, will be completed. The sustainability and resiliency of the infrastructure on the Northeast Corridor has to be a priority. Therefore any path forward for the future of the NEC must include a significant federal role in dealing with such backlog and improvements while recognizing that the stakeholders in the corridor are handling their normalized replacement obligations.

Recognizing the above principles, SEPTA supports an alternative that can meet the future rail demand of the Northeast Region and Southeastern Pennsylvania in particular. Given the long time horizon and uncertainty about funding, no alternative should limit the ability for future investments to meet the changing conditions and need for rail service. With SEPTA's Regional Rail ridership having grown at an unprecedented rate over the last decade, it is important for infrastructure improvements to keep pace.

Rebecca Reyes-Alicea
February 12, 2016
Page 3

Specific Comments

30th St. Station is an important intermodal hub for SEPTA service, where the Authority's regional rail lines operate in addition to the Market Frankford (heavy rail) line, five trolley routes and seven bus routes and a local circulator. In addition, there is the Keystone Corridor service as well as Amtrak intercity service at 30th Street Station. Any investment under Alternative 3 to improve intercity speed by introducing a new alignment with a station stop at Market East/Jefferson Station in Center City Philadelphia should not diminish the importance of service to 30th St. Station.

Alternative 2 contemplates a new ten mile segment of the Northeast Corridor directly serving Philadelphia International Airport. This concept requires significant integration of long range planning with the Airport, the City of Philadelphia, Delaware County and SEPTA, so that intercity, regional passenger and freight rail service can co-exist.

Thank you for the opportunity to review the DEIS. If you have questions or require clarification, please contact me or Byron Comati, Director of Strategic Planning.

Sincerely,

for

Jeffrey D. Knuettel
General Manager

cc: R. Burnfield
R. Lund
P. McCormick
T. McFadden
C. Popp-McDonough

NEC DEIS Comments - RECORD #2398 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

George

Last Name :

Sexton

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 #2205 DETAIL

Status :

pending

Record Date :

2/15/2016

First Name :

Mihir

Last Name :

Shah

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 #2540 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Cara

Last Name :

Shamansky

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 #1198 DETAIL

Status : ██████████
Record Date : 2/13/2016
First Name : Don
Last Name : Shannehan
Stakeholder Comments/Issues :

Good Afternoon,

The proposal for a rail extension and station in Old Lyme, Ct is very troublesome and in my opinion misguided. Certainly replacing the bridge over the CT River has great merit and could be done similar to the 1-95 Bridge Replacement in New Haven, side-by-side with no shut down of traffic. What are your plans fro the railroad bridge in Norwalk, CT? That one is frightening.

I would think your first priority would be to figure how to straighten the tracks t run the Acela at its rated speed, but not at the expense of a single area around Old Lyme, East Lyme, Niantic etc.

Old Lyme dates back to the 1660"s. There are many historic places and a number on the National Register. This area has been devastated by the loss of jobs; Electric Boat, Pfizer to name a few. Adding a railroad station or roadbed of track would further compromise the town and surrounding area lowering an already poor real estate market, I would be happy to show you the town and it's value and charm to this area. Southeastern Connecticut doesn't need more bad news to an already rapidly deteriorating state in economic decline and a population that is migrating out of the state (See the current population trends for CT). I don't see how this will have a positive and long lasting value to this area.

Thank You.

NEC DEIS Comments - RECORD #1657 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Kathy

Last Name :

Shannehan

Stakeholder Comments/Issues :

This would be a travesty to the town of Old Lyme-

Destroying the historical area which comprises Lyme Art Academy,

Florence Griswold Museum, etc. not to mention its affect on real estate values in this beautiful seaside town.

NEC DEIS Comments - RECORD #2778 DETAIL

Status :

████████████████████

Record Date :

2/16/2016

First Name :

Ramesh

Last Name :

Sharma

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 #748 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : Lawrence

Last Name : Shaw

Stakeholder Comments/Issues :

After reviewing the alternatives it is clear to me that I fully and strongly support Alternative 3. My company's travel to NYC has become nearly 100% Amtrak and that will only be aided by Alt 3. However the reduction in pollution from air travel and the lessening of airport congestion and noise are significant benefits.

NEC DEIS Comments - RECORD #1006 DETAIL

Status :

Action Complete

Record Date :

2/12/2016

First Name :

Benjamin

Last Name :

She

Stakeholder Comments/Issues :

These are comments regarding the planned improvements to Philadelphia 30th St Station, with respect to: Appendix B.07, Stations Location and Access Analysis Technical Memorandum and B.05, Service Plans and Train Equipment Options Technical Memorandum (section 4.6.2)

It is not immediately clear what exactly is proposed with the 30th St facility and track/approach improvements in 4.6.2, and what, if any, improvements are included in Alternative 1 as opposed to 2. There is a particular concern whether this Tier 1 EIS coordinates at all with the plethora of station improvements suggested in chapter 5.0 of the 30th St Station District Plan, Draft Physical Framework Report published by SOM in association with Amtrak, PennDOT, SEPTA, Drexel, etc. Most notably, the expanded northern concourse and direct platform connections, as well as the planned bus terminal should be considered in context.

--Not enough detail was given how the Penn Coach Yards might need to be expanded or modified to accommodate additional origin-destination trips with increased service, and how that might potentially affect the plans to cap the train yards for future development.

--The reverse move required for Keystone Service trains originating from or continuing to New York was mentioned but not seen as a crucial issue to be addressed in the alternatives, but today this is a major source of needlessly lengthened trip times, and strategies to mitigate it, such as quickening the reverse maneuver, or creating a turnback loop as was originally considered by the Pennsylvania Railroad.

--New trains that originate and terminate in Philadelphia should be considered as to whether they can run across 30th St's upper level and terminate in the underutilized terminal tracks at Suburban Station, providing direct Center City service in lieu of the Alternative 3 Market East tunnel.

It is rather unfortunate that the capital costs required for station-specific improvements could not be directly tied with capital-cost estimates for NEC FUTURE. For Philadelphia, these improvements are perhaps more important and immediately solvable than mitigating ZOO Interlocking or building a highly costly Market East tunnel.

NEC DEIS Comments - RECORD #1444 DETAIL

Status :

Review Complete

Record Date :

2/14/2016

First Name :

Georgiana

Last Name :

Shea

Stakeholder Comments/Issues :

Alt 1 makes no sense at all. It cuts up Old Lyme with very few benefits for the future of rail travel.
alt 2 at an absolute minimum and alt 3 makes the best economic sense for making rail impt and reducing
pollution & traffic!!

NEC DEIS Comments - RECORD #1137 DETAIL

Status : [REDACTED]
Record Date : 2/13/2016
First Name : Thomas
Last Name : Shea

Stakeholder Comments/Issues :

Please, no new rail lines through Old Lyme, CT.
This would completely devastate a cultural heritage site.

NEC DEIS Comments - RECORD #1113 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

John

Last Name :

Sheehan

Stakeholder Comments/Issues :

NEC Future Alternative 1 needs significant modification. It should not pass through the heart of Old Lyme and destroy the historic structures residing there. You should consider a more northerly route to miss that section of Old Lyme by crossing the CT River more to the north in Old Saybrook and then meet the Thames River as currently planned.

NEC DEIS Comments - RECORD #2104 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Peter

Last Name :

Shehu

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 #405 DETAIL

Status :

[REDACTED]

Record Date :

1/30/2016

First Name :

Gary

Last Name :

Sheldon

Stakeholder Comments/Issues :

Would like to see those of us living up and down the I-395 corridor having and or reaping the benefit of traveling by rail . The tracks are here and there are over 45 sidings and or interlockings between new London and Worcester , no need for two tack system . Some of us are traveling 45 mins to get to a train station. Train stations are still in existence in most towns on this corridor let's get it together for eastern CT.

NEC DEIS Comments - RECORD #1654 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Ed and Joyce
Last Name : Shensie
Stakeholder Comments/Issues :

This project is so unnecessary and a total waste of money for Conn.

NEC DEIS Comments - RECORD #1154 DETAIL

Status :

REMOVED

Record Date :

2/13/2016

First Name :

PHYLLIS

Last Name :

SHEPARD-TAMBINI

Stakeholder Comments/Issues :

I am an 80 year old woman who has lived in Old Lyme since 1939. If you have ever visited OLD LYME ,you would never ,ever, conceive of such the rape of our beautiful historic town!!!! I feel like I am living in the OLD WEST fighting the government about railroads. As the great granddaughter of David C. Shepard of St Paul Minn. whose company built 600 miles of the Great Northern Railroad I say SHAME ON YOU!!!!

NEC DEIS Comments - RECORD #2591 DETAIL

Status :

REDACTED

Record Date :

2/16/2016

First Name :

EmmaLadd

Last Name :

Shepherd

Stakeholder Comments/Issues :

I live in Monson, MA (next door to Palmer). The Federal Railroad Administration has a plan called: NEC Future. The plan is an ambitious one to upgrade passenger rail in the Northeast Corridor, including a high speed link from Boston to New York, but NOT via Springfield and Palmer.

Please look again at this plan.

There is already a high speed rail plan from Boston to Worcester. Extending this the 55 miles through Palmer to Springfield would not cost as much as the 3 mile extension of the green line of the MBTA in Boston (millions instead of billions). And there would be a huge number of potential riders in the area.

NEC DEIS Comments - RECORD #1428 DETAIL

Status : ~~Action Complete~~

Record Date : 2/14/2016

First Name : Philip

Last Name : Sheridan

Stakeholder Comments/Issues :

I am very concerned about the environmental impact as well as the way the community of Old Lyme will be affected by alternative 1. By choice, Old Lyme has remained quiet and has a historic and art based Main Street that offers a quaint lifestyle to its population. As a homeowner I am very opposed to the change that is being proposed for the railroad.

NEC DEIS Comments - RECORD #1737 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Claudia

Last Name :

Sherman

Stakeholder Comments/Issues :

This would destroy a way of life here. Please do not build this railroad track.

NEC DEIS Comments - RECORD #2925 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Virginia

Last Name :

Sherrick

Stakeholder Comments/Issues :

I am against the proposal for the railway to go through Milford Harbor. The construction of a tunnel would be detrimental to the ecosystem of the sound as well as the protected lands on Charles Island and those in the Gulf Pond. I grew up in Milford and it has taken DECADES, literally, to finally see an impact on the improvement of the quality of the water and wildlife in that area. You would be going backwards are for a 1/2 hour of 'progress'. It's not worth it.

MR. SHIELDS: It seems like it does.

THE MODERATOR: Okay.

MR. SHIELDS: My name is Eric Shields. I am with Riders Alliance, but I'm also here on my own reconnaissance to try to keep myself filled in.

Based on the video, it seems that, you know, it brought up several important points in regards to aging infrastructure and things that are hundreds -- a hundred or more years old and that have kind of fallen under the weight of increased ridership. I see this all the time.

And I want to focus on what you guys said about the three alternatives. I, personally, and as well as I've -- given all the ways I've traveled, transforming I feel would be a good way to start because things change. You know, sometimes what worked may still continue to work. But in some cases it may also -- it may also help to think of what else you can do.

For example, I notice the transform option pointed out different areas that are actually already served by a number of commuter railroads. And I notice that when you put a railroad or any transportation option; bus, subway, whatever, into a certain neighborhood, the neighborhood, more than likely, tends to benefit from it. Because where there's transportation, there's foot traffic, and businesses like along Main Street, Broadway, or in Albany, whatever, tends to directly benefit from that.

So I feel as though if, you know, if a transform idea is considered, not only would it look at new options, it would look at fortifying the existing options like the kinds that would be vulnerable to future storms like the one that caused so much damage for the subway system three years back.

Another thing, materials I feel is also important. A lot of this is aging infrastructure uses metalloids and other materials that are not only prone to corrosion but, also, have a negative impact on the environment. So maybe investing in a different kind of material that is not only more resilient but also stronger and more aesthetically pleasing so as not to disrupt national landmarks. Because, you know, sometimes there's structures that take your eye off of something, you know, you want to be able to appreciate what a city or a town has to offer without what's supposed to help you also getting in the

way.

That's it.

THE MODERATOR: That's it.

MR. SHIELDS: Yeah. I think it would be better if I listened to everybody else.

THE MODERATOR: Excellent.

Well, thank you very much.

MR. SHIELDS: You're welcome.

THE MODERATOR: Okay. That's excellent.

Thank you. Thank you, Debra.

Oh, wait. Not you, Scott. Hold on Scott.

MR. MAITS: Oh, you got somebody?

THE MODERATOR: No, I'm sorry. Eric had his hand up first. I saw him first.

Eric, do you want to come back up?

MR. SHIELDS: Yeah.

THE MODERATOR: That's all right, Scott. We'll have you come back next. You're very patient.

THE STENOGRAPHER: Just give us your name again.

MR. SHIELDS: Eric Shields.

Eric Shields, I'm speaking for myself, although I am affiliated with Riders Alliance.

I do a lot of traveling between Dutchess and actually all the way out to Suffolk. But I usually move around using only public transportation so it's kind of an immersive thing for me.

And when I say transform, I don't necessarily mean it exactly, I mean looking at alternative options.

I also look at the fact that when we build things over other things, it tends to disrupt. Somebody here mentioned the residential properties and commercial properties. Never should we build something at the expense of somebody else. Because you know, like it's kind of like, you know, shut the stairwells in Brooklyn. The population's growing. Not bad with bottleneck, one entrance, for example. That doesn't help. And the businesses that don't get that foot traffic, suffer.

We shouldn't make progress at the expense of others. What I mean by transform is looking at options we already have. Clearly, it's not a bridge, it's not going to appear to connect Connecticut to Long Island. Other than the Port Jefferson Ferry, you know, why not build it off of what we already have. You know, I look at the tram in Roosevelt Island and wondering given that hurricane sea decline latitude gets higher and higher every year, I don't think we should even be investing in underground routes.

Long Island, especially Islip, seems to be buried by every rainstorm, snowstorm, tropical storm. You know, what I meant by looking at infrastructure and what we're using to make materials, how are we're putting it in place is also important. You can't repeat the same mistakes because it's only going to get worse after that.

So instead of like building bridges out of materials that

are not, you know, building them out of materials that are native to the landscape, using masonry, terra-forming certain sections of the Sound, that way materials that are used there will cooperate with existing graphite. You don't put a metal out there. Maybe big stones that were with that -- with that water because I realized something happened there a few years ago, or maybe recently, that's already been threatened, the environmental sustainability of the Long Island Sound.

And further, somebody mentioned here about like people being in the know, you know, not being told about this in advance enough. Local cohesion, you know, you have cities, you have towns at the base of representative structure, you can't just throw something out there and just give somebody a little bit amount of time to see.

I feel that cohesion could make projects happen faster. Because like there's several agencies I travel through between Dutchess County and here and if nobody's on the same page, nothing's going to get done as quickly because everybody has to like do something differently.

I look at the situation like one agency is -- one agency may put emphasis on buses more than trams or rails. And if we're trying to build a rail through, you have to look at what they've built and what they haven't. And if they haven't built it, that is going to cause disruptions for a neighborhood. That's going to make some noise. That's going to invite trouble.

So like, for example, if a coaches is a small suggestion, if the coaches that operate in the city, you usually refer to them as X, QM, BM, one could say expanding those beyond the city lines so that maybe while projects are being linked, we can pretty much give people an idea of what's connected by using what we already have. You know, the buses are designed to go modest distances. You know, I look at the city, the same buses that go five miles from one neighborhood to another, go 25 miles from White Plains to the Putnam border.

If we had the same technology, we should be using it the same way. You know, leave nothing out and that way, you know -- and, also, while we're making things, make the parts interchangeable. If you're going to buy things or put investments in things, make sure that everybody's making the same thing for the same part. Like a bunch of giant Legos, make sure that everything fits and can be swapped if it breaks so that we don't

have to buy something completely new to fix what we could have done with interlocking parts. You know, being resourceful.

And in the presentation you mentioned public transportation is the path for the Northeast economy. If anything, total emphasis and right-of-way, no pun intended, should be put on it. I see almost too many -- like, you know, traffic ordinances, laws, by smaller towns and villages that hamper the sustainability of public transportation.

In a sense, I'm kinda of against alternate-side-of-the-street parking in Manhattan because the buses have a hard enough time cramming through and, you know, all the planned parades and special events and cultural gatherings, that makes it all the more harder.

For some people it may seem unreasonable, but parking garages exist all over the City. Some of them maybe get subsidized. It depends. You know, where there's one option, there's always another, you know,

THE MODERATOR: Great.

Thank you. Thanks, Eric.

Scott, did you want to come back up?

MR. MAITS: Yes.

THE MODERATOR: Before Scott comes up, hold on just a second, Scott. You're so patient.

Thank you.

We have repeat customers. Okay.

I think Eric has been waiting so, Eric, do you want to come up again.

MR. SHIELDS: Okay.

THE MODERATOR: I'm going to allow the people to keep commenting as long as they want because that's why we're here. At six o'clock, we'll take a break and because we do want to re-run the presentation for people who came in late but there's no reason to stop you from commenting.

So come on up, Eric and try to keep it to three minutes so we can let other people speak.

MR. SHIELDS: Absolutely.

THE MODERATOR: That's all right. Don't worry too much about it. I'll watch you.

MR. SHIELDS: Okay. Once again, Eric Shields. Although I'm here on my own reconnaissance, I'm also a member of Riders Alliance.

I wanted to, also, somebody mentioned their childhood in Long Island and a lot of areas that have been taken over by projects that have been, you know, -- and somebody mentioned a sled hill and someone else mentioned certain structures that were taken down in the name of progress.

I feel as though, as I said earlier, before we start just marching an entire rail through, we have to remember what went wrong. Like, Islip is very much like a kitchen sink. You're not going to tunnel in places like that because if the rain goes down, everything else will -- so.

And on a different level, somebody mentioned trains and Japan and stuff, you've got to draw a line of idolatry. You know, as much as we would like to reach the benchmark or -- of someone we know or idolize who is very good at public transportation, we need to know where our capabilities are and what we're working with. You know, as an island and we are working with multiple islands like Japan, but these islands are attached to a larger mainland and there's some things that Japan can do that they have been able to do, that we shouldn't even try.

And looking at the recent issue of, I believe, we asked them if it happened in the Northeast Corridor -- I'm no big fan of increasing speed right away but rather what stations are stopped at. For example, in the morning you'll have an E train that goes directly -- that hops at multiple stations to get to areas that

would have a lot of ridership.

In a similar concept, instead of immediately thinking about a third or fourth rail, putting some of those trains on a different priority. You know, we have three Metro North lines east of the Hudson, not all of them made local stops. Some of them jump and then they make local stops or the other way around.

You know, as much as you'd like to have rails, sometimes it's not easy to just throw the track down. You know, you have to consider who you're going to -- who you're going to displace and what else is going to happen.

I actually look at a lot of the Amtrak rails, you know, at Yonkers, which is the Amtrak connector, I looked at the four rails that go through the station, the two, I believe that were directly affected by the Spuyten Duyvil mess, those were changed and they actually were a little healthier than the Amtrak rails back -- this is the middle. So if we -- even if -- these are not preventative measures, but if we see something happen, like for example, if an agency like Amtrak sees that the MTA ran a train into a river, even if the tracks are by failure on their side, they should take the precaution of repairing the tracks just in case. Because sometimes, you know, things tend to happen when you say oh, now we can put it aside until it happens and six people get arrested.

And in an any case scenario, you want to do something to prevent something from happening. And from the posters I see are common sense. You have -- you don't drive your car onto a railroad tracks that are spanning a road. So in some cases, you can't just point a finger at a transit agency, you have to understand that people need to be better informed and exercise better judgment. Like littering, you know, or just a bunch of cans on the tracks. You -- you just have to understand that you can't scapegoat it, you have to understand where you fall on it.

If you keep pointing a finger or in some cases, idolatry, I say, well, they've got this and they've got that. Why can't we? Sometimes it doesn't work. Kind of like, you know, if you, you know, the things that are between Chicago and New York. Some things work in Chicago that don't work here. You have to understand that every city, even the large ones, are different. They have different needs.

And I look at the subway system, the largest in the world, I have 469 stations and, you know, you will -- you can't just

fix all of them. Sometimes, you know, you have to disrupt service to put service back. And I kind of look at it as, you know, rolling a rock up a hill and then it falls back down. But, you know, I also want -- that's also why I said, if we go notice something going wrong, we should -- agencies that cooperate along the rail should make repairs for the heck of it. Because sometimes it may affect them later.

Kind of like, you know, like, you know, rain, I look at the City, they're trying to be storm ready and we've had several rain storms since September and now and half of 7th Avenue just has a stroke or shuts down or what happened in Kings Highway a few weeks earlier that caused F trains to stop there and N trains to screw around with the D line.

You know, that inconveniences people and you know, it leaves to no end to complaints and it frustrates people when an issue is mentioned or noted and we notice the symptoms to a problem but we don't reach out to solve it before it becomes a nightmare.

And I will let you know that the projects that we're proposing, I also think we should fix what we have first. The Second Avenue Subway project, for example, grand. I wish it was above ground so you could walk down to the great smells but hey, they chose to dig under. And in a sense, looking at, like I said, the hurricanes. We should stop digging after a certain point because there's going to be points where the weather is going to worsen and sea levels maybe could rise in the future.

And some methods of transportation are not going to be feasible. And I notice that Manhattan used to have elevated tracks. I went through the history myself and many of them were torn down for fancier looking skyscrapers.

I spent a childhood on Long Island too, 15 years ago. But if anything, it has changed and some things have changed that have a negative impact that don't do certain things any justice. You know, you have to make a place appealing to more than one kind of interest. You can't just put a rail there and just not have a sled hill -- not that there's been any snow this year.

And if anything, I also want -- not want, but would like to see cohesion. You know, as much as I took the pains of getting here, this card (indicating) is only accepted by three agencies in the whole -- in other areas. What I mean by cohesion is that everybody puts their differences aside and thinks about the reason why public transportation exists for the public, maybe.

And in a sense, you know, like other agencies have slightly better technology than this but in a sense we should be sharing ideas, we should be making these fair for the end person to actually get around. That way we -- and somebody mentioned tickets should be modular. Like if you need to get on multiple methods of transportation, there should be a seamless ticket that you -- like a form, they will direct you to different areas of the form. So if you want to get, let's say, Pennsauken, which I believe if you were coming from Queens, you need to take seven different methods of transport, at a minimum five or four. You want to have a ticket that covers all four of them instead of having separate forms. I'm sure we've all had that moment where the ticket we need slips out of our pocket, gets banged up and you need to submit it anyway. It happens.

So in a sense keeping it consolidated and even better, voucher. So if someone buys the ticket, they could send copy or proof to the -- something that it could print just in case it doesn't work.

THE MODERATOR: Okay. Thank you.

How are you holding up, Marc?

THE STENOGRAPHER: I'm okay.

THE MODERATOR: Okay.

Okay.

NEC DEIS Comments - RECORD #1929 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Jack & Csilla

Last Name :

Shinkle

Stakeholder Comments/Issues :

We as residents of Old Lyme, CT, oppose Alternative 1 for high speed rail between New York City and Boston, particularly the proposed segment from Old Saybrook, CT to Providence, RI. That segment will cause a new high speed rail line to be built from Old Saybrook over the Connecticut River and through the heart of the 350-year-old town of Old Lyme. This project will damage the cultural, educational, civic, business and environmental assets and attributes that constitute the historical heritage and current life of our community.

NEC DEIS Comments - RECORD #1027 DETAIL

Status : Action Complete

Record Date : 2/12/2016

First Name : Patricia

Last Name : Shippee

Stakeholder Comments/Issues :

Please see www.lymeline.net, and publisher Olwen Logan's comments which reflect the opinions of citizens of the Town of Old Lyme....its history and way of life you are suggesting to destroy....at tremendous costs.

P.M.Shippee

Sent from my iPad

NEC DEIS Comments - RECORD #273 DETAIL

Status : [REDACTED]

Record Date : 1/25/2016

First Name : Patricia M

Last Name : Shippee

Stakeholder Comments/Issues :

Although rail transportation indeed requires updating, the suggested routing through our town is absolutely unthinkable. Our citizens are extremely conscious of the environmental and historic and cultural nature of this area and have worked diligently to maintain that quality of life. There must be another way than your current proposal.

NEC DEIS Comments - RECORD #2951 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Gerald

Last Name :

Shippen

Stakeholder Comments/Issues :

I live in Wyoming yet I love to visit Old Lyme College of Fine Art in Old Lyme, Connecticut. As a former visiting professor I know first hand what a valuable resource the College is to Connecticut and the field of Art. As an artist, I spent parts of 6 summers traveling to Old Lyme to work and teach. The setting of the school which was built with special attention to its unique surroundings and historical placement will be lost! Old Lyme with its river estuaries and surrounding country are so ideal for an art school. It's unique history as a place where artists have worked and continue to work brings character to the region. The Florence Griswold Museum is unparalleled in its 19th Century American Art collection. You must consider all this, Americas history is being destroyed in this move to put a high speed rail line there. SOS! "Save Our School"!!!!

NEC DEIS Comments - RECORD #1179 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Donald

Last Name :

Shirer

Stakeholder Comments/Issues :

As a frequent visitor to Old Lyme, CT, I was disheartened to hear that your NEC Alternative 1 proposal would relocate tracks directly through the town, demolishing historic buildings and disrupting a peaceful residential neighborhood. Please rethink this proposal to find a more viable alternative.

NEC DEIS Comments - RECORD #1752 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Cheryl

Last Name :

Shirley

Stakeholder Comments/Issues :

I am opposed to Alternative 1, as it will take away the historic culture of Old Lyme.

NEC DEIS Comments - RECORD #1165 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Thomas

Last Name :

shivers

Stakeholder Comments/Issues :

If the tier1 draft is to cut through communities and have a negative impact on historic places I would suggest an alternative plan that does not do this and causes as little of an environmental impact as possible. I do believe that the rail lines need to be updated so as to take as many trucks off the highways as possible.

NEC DEIS Comments - RECORD #2837 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Rebecca

Last Name : Shorette

Stakeholder Comments/Issues :

We need rail service in Springfield and Palmer Massachusetts too. Western MA suffers from a very poor economy. Bringing daily rail service here would benefit not only Western MA but the entire state. The only train that comes through here now is the Lake Shore Limited and only once a day East and West. Please don't let this important opportunity to improve the state's economy pass us by. We need Rail Service in Springfield and Palmer MA.

NEC DEIS Comments - RECORD #1274 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Richard

Last Name :

Shriver

Stakeholder Comments/Issues :

I am firmly opposed to FRA's option 1 that would destroy my home town. More importantly, the project as designed would have a major negative impact on one of the world's environmental treasures, the Connecticut River Estuary, a unique area that has been restored and preserved with great public and private effort. There is a better solution to this problem, but those most affected by the FRA plan have not had time to help develop a better way. That is the tragedy.

NEC DEIS Comments - RECORD #2724 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Mike

Last Name :

Shugrue

Stakeholder Comments/Issues :

As a member of a neighboring town I'm highly opposed to this potential plan. Southeastern CT small town character is constantly being eroded and degraded. Pushing through historic Old Lyme simply is unacceptable at any level.

NEC DEIS Comments - RECORD #868 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

N

Last Name :

Shyloski

Stakeholder Comments/Issues :

Why would this rail be of value to the shoreline when Hartford would gain so much more from this venture?

NEC DEIS Comments - RECORD #478 DETAIL

Status : Action Completed

Record Date : 2/1/2016

First Name : Skip

Last Name : Sibley

Stakeholder Comments/Issues :

Please acknowledge receipt & register attached document.

Thank you,

Skip Sibley

Attachments : NEC FUTURE. U.S. DOT Federal Railroad.02.01.16.pdf (99 kb)

February 1, 2016

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

To whom it may concern,

My name is Skip Sibley and I'm writing to you both as a citizen and an Old Lyme Selectman. I echo the comments already submitted by my two fellow BOS colleagues: Ms. Bonnie Reemsnyder & Ms. Mary Jo Nosal. I strongly object to the proposal as outlined in "Alternative 1", in which the current train tracks would be relocated through the center of Old Lyme.

Additionally I find it incredible that a \$30 million study using taxpayer dollars was already conducted producing a 1000 page report without any correspondence to the impacted towns. It was only a "tip" given by an outsider that Old Lyme even became aware of this initiative by the NEC corridor agency. I'm glad that an extension was given for folks to post their comments.

The rail path for Alternate option # 1 cuts through the heart of our historic district, potentially causing a devastating impact to residents, businesses, museums and schools. And I can't imagine the damaging impact it would have on our environmentally sensitive areas.

Before moving forward in your plan and spending more dollars, I strongly encourage that a public hearing be scheduled so that other concerned citizens could voice their opinions as well. Please keep me informed on my request.

Respectfully submitted,

Skip Sibley

Old Lyme Selectman

NEC DEIS Comments - RECORD #2675 DETAIL

Status :

Not Complete

Record Date :

2/16/2016

First Name :

James

Last Name :

Sicilia

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 #554 DETAIL

Status :

[REDACTED]

Record Date :

2/4/2016

First Name :

Kirsten

Last Name :

Sicuranza

Stakeholder Comments/Issues :

Alternative 1 is presented as a "maintenance" proposal yet threatens to irrevocably alter the entire town of Old Lyme, CT. I see no benefit gained for such a huge cost. Needless to say, I am adamantly opposed to this option.

NEC DEIS Comments - RECORD #812 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Omar

Last Name : Siddique

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 Maryland resident and lover of natural, outdoor places, I am in
opposition to Alternate 3 in your rail plan.

As you surely know, the Washington DC / Baltimore corridor is extremely
developed, criss-crossed with roads, with one of the higher regional
population densities in the US. The few remaining natural areas are small,
and often isolated segments. A window-seat on an outbound flight shows this
truth all too starkly.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge which
includes 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 that can scarce afford to lose more green and
wild spaces, 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.

That's not merely my interest speaking, but the purpose of the the Patuxent
Research Refuge which was established 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. Workable and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Thanks for your time,

Omar Siddique

[REDACTED]

Ellicott City, MD 21043

NEC DEIS Comments - RECORD #1010 DETAIL

Status :

RECEIVED

Record Date : 2/12/2016

First Name : Derek

Last Name : Siemon

Stakeholder Comments/Issues :

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

Dear Ms. Braegelmann:

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

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

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

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

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

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

Derek Siemon

[REDACTED]

Crofton MD 21114

NEC DEIS Comments - RECORD #1221 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Lois

Last Name :

Sigman young

Stakeholder Comments/Issues :

The local communities must be consulted and all factors considered before plans are made. Haste makes very angry citizens!

NEC DEIS Comments - RECORD #1735 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Kyle

Last Name :

Signora

Stakeholder Comments/Issues :

By building the Northeast Corridor track through Old Lyme, many people, including myself, believe that the plan would destroy the iconic reputation of many historic landmarks located in the Old Lyme area, including the Florence Griswold Museum, the Lyme Art Association, and the Lyme Academy of Fine Arts, located right down the street from the Lyme Old-Lyme High School. Not to mention that the project is estimated to cost around \$62 billion dollars, as well. Adding this train track to Old Lyme would greatly hurt our local economy and greatly diminish Old Lyme's well-known reputation as a small, rural town.

NEC DEIS Comments - RECORD #1701 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : McLean

Last Name : Signora

Stakeholder Comments/Issues :

Regarding Alternative One for Old Lyme, CT

I am very concerned about the high speed rail going through town for a few different reasons. The first one is that this isn't even going to help anyone in Old Lyme. Connecticut is a pass through state, so unless we go way out of our way, we aren't even going to board this train. The second concern of mine is the environmental issues. We cannot risk polluting/ damaging the Connecticut River Estuary. Everyone should be worried about that. The third concern that I have is that many businesses will either be shut down or moved, and do you know what's funny? The Federal Railroad Administration has completely ignored the protective designations that have been set on many places in Old Lyme, as they are Historical Districts. An example of this is that if they decide to use Alternative 1, it will destroy one of the most historic places in Old Lyme, the John Sill House on the campus of the Lyme Academy of Fine Art. I am 11, and even I can see that this is a messed up plan to destroy half of our town, with nothing that is helping us. You are destroying businesses, land, Historical Districts, and most important of all, our home. Thanks for trying to ruin my home and destroy everything that I love.

-McLean Signora

NEC DEIS Comments - RECORD #1521 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Walter

Last Name :

Signora

Stakeholder Comments/Issues :

RE: Alternative 1 - Old Lyme, CT

From my standpoint, it is very clear that the impact of the segment for Old Lyme, CT has not been fully researched to appreciate what this will do to our community. It appears someone simply drew a convenient line along the shoreline next to I95. This proposed segment goes right through the historic downtown area. Please take the time to visit Old Lyme to actually see the ramifications of this proposal. Thank you for your consideration.

NEC DEIS Comments - RECORD #754 DETAIL

Status :

Action Completed

Record Date :

2/10/2016

First Name :

Irwin

Last Name :

Silber

Stakeholder Comments/Issues :

Dear Sir;

I hike in the Patuxent Wildlife refuge. When we stop for lunch we look forward to watching the birds.

We enter the refuge through Croon Rd and cross rail tracks there. That low habitation area, and reutilization of those tracks, seems a far better location for a new railline than attacking a wildlife refuge.

Irwin Silber

NEC DEIS Comments - RECORD #210 DETAIL

Status :

[REDACTED]

Record Date :

1/21/2016

First Name :

Ed

Last Name :

Silk

Stakeholder Comments/Issues :

I have been a property owner and resident of Old Lyme for over 17 years who has reviewed the NEC Rail Investment in much detail and am compelled to advise you that Alternative #1 is not acceptable due to the negative impact that the new section of track that is to run from Old Lyme through to the Rhode Island. The planned insertion of the new track the entire length of Old Lyme, even if it involves aerial suspension of track, will permanently disrupt a number of existing commercial and private sites, protected open space and also disturb numerous historic and cultural landmarks unique to Old Lyme. I would appreciate an e-mail acknowledgement of your receipt of this comment.

NEC DEIS Comments - RECORD #2844 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Gordon

Last Name : Simerson

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. The town of Old Lyme likewise should not be impacted this way. The northern alternatives are better.

NEC DEIS Comments - RECORD #664 DETAIL

Status :

[REDACTED]

Record Date :

2/10/2016

First Name :

Susan

Last Name :

Simler

Stakeholder Comments/Issues :

Why is there not a detailed map of this project on display at every town hall of impacted towns? Why have those maps not appeared in local newspapers? Exactly where will the tracks begin to veer north in Old Saybrook and where will the new bridge leave OS? How will it impact OS's Mariner's Way development? Where exactly will the new bridge join Old Lyme? How high will the bridge need to be and where will the "ramp" that gives track the necessary gentle slope to climb that height begin and end. How is a bridge that crosses the CT River on a diagonal practical? What is the exact path to be taken through the heart of Old Lyme and towns to the east?

The last info session in CT passed before any of this "leaked" to the public. We have an issue with the width of I95 in Old Lyme that needs to be addressed as well.

The thought of devastating the heart of Old Lyme to make it easier and faster for people to pass by and our state is extremely upsetting. Small towns are what make Connecticut. Don't trample over us.

NEC DEIS Comments - RECORD #1584 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Hugh

Last Name : Simmons

Stakeholder Comments/Issues :

?

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,

Hugh Simmons
Phoenix, Maryland

NEC DEIS Comments - RECORD #703 DETAIL

Status :

Review Complete

Record Date :

2/10/2016

First Name :

Ellis

Last Name :

Simon

Stakeholder Comments/Issues :

Three weeks ago I drove from Long Island to Boston to spend the day with my daughter. The trip took more than four hours each way.

On the way home, I was thinking how wonderful it would be to hop on a high-speed train in Mineola or Hicksville and be in Boston in under two hours.

We need Amtrak to bring high-speed rail to Long Island which why I support that alternative route. However, instead of crossing Long Island Sound near Port Jefferson and New Haven, cross from Greenport to East Guilford. The tunneling would be shorter and less expensive and you will be able to serve all of Long Island.

NEC DEIS Comments - RECORD #1700 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Donna

Last Name :

Simpson

Stakeholder Comments/Issues :

I believe New London should continue as a stop(the colleges, Coast Guard museum, ferry port and casinos). Groton is a great add that would eliminate the need for the Mystic stop while serving more people conveniently. Adequate parking at or very close to stations is imperative.

NEC DEIS Comments - RECORD #1842 DETAIL

Status :

PENDING

Record Date :

2/15/2016

First Name :

James

Last Name :

Simpson

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 of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1220 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Victoria

Last Name :

Sims

Stakeholder Comments/Issues :

You can't build this because it would destroy the wetlands of Old Lyme, therefore disrupting several ecosystems as well as interrupting the absorption of ground water, blocking the natural process of water filtration. These ecological services provide enormous monetary benefits to the residents of Old Lyme and the surrounding areas. The taxes would also go up for residents.

NEC DEIS Comments - RECORD #241 DETAIL

Status :

[REDACTED]

Record Date :

1/23/2016

First Name :

Majbritt

Last Name :

Sinay

Stakeholder Comments/Issues :

The plan which proposes to eliminate the main commercial area and the historic district of Old Lyme is very poorly thought out. Well publicized hearings need to be held locally with environmental, engineering, tourism etc impacts

NEC DEIS Comments - RECORD #1869 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Lisa
Last Name : Sinclair
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 #2411 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Sheila

Last Name :

Skahan

Stakeholder Comments/Issues :

Nuts!

NEC DEIS Comments - RECORD #1553 DETAIL**Status :**

Pending

Record Date :

2/15/2016

First Name :

Douglas

Last Name :

Skeen

Stakeholder Comments/Issues :

Please continue to improve the North East Corridor with such things as fencing to keep people off the tracks, tunnel replacement, reducing dangerous speed restricted curves, track upgrades and a new designed passenger car. I know that some of these are very expensive items but improvements can be incremental which will add up in the long run.

NEC DEIS Comments - RECORD #672 DETAIL

Status :

Review Complete

Record Date :

2/10/2016

First Name :

Robert

Last Name :

Skomorucha

Stakeholder Comments/Issues :

I am a working professional who for reasons of convenience and medical necessity relies on AMTRAK and SETPA transit to commute from Wilmington, Delaware, to East Falls, Philadelphia, Pennsylvania.

Having read the Tier 1 Draft EIS I write to express my support for Alternative 3. My reasons align with those offered by others in support of Alternative 3; in the interest of brevity I will not repeat them here.

I do want America to become the best it can be and that includes tremendously improved infrastructure and certainly improved assets related to all aspects of inter- and intra-city passenger rail.

NEC DEIS Comments - RECORD #2342 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Andrea

Last Name :

Skwarek

Stakeholder Comments/Issues :

i would be totally opposed to the running a trail way through old lyme

NEC DEIS Comments - RECORD #2838 DETAIL

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

Alternative one (the option that routes through the historic district of Old Lyme, CT) is a travesty. You would be decimating the culture and income of an entire community (tourism is a huge part of the local economy) for little purpose other than convenience. For shame.

Conversely, I would be in favor of rebuilding the lines between Danbury, Waterbury, Hartford, and Worcester with possible spur lines through Storrs and Providence. This is a heavily traveled corridor paralleling I-84 and would get a large amount of both commuter and freight traffic. There also are remnants of old rail and trolley lines that could be utilized without cutting out huge swaths of the cultural centers of our state.

Come on, NEC. Get your act together and start more actively informing the locals in CT. The first Alternative is not the way to go. My vote is for Alternative Three, with the stipulation that you listen to all the stakeholders involved before putting down track.

NEC DEIS Comments - RECORD #1660 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : janet
Last Name : slater

Stakeholder Comments/Issues :

Pure madness to destroy one of the most beautiful historic small towns in Ct.

NEC DEIS Comments - RECORD #710 DETAIL

Status :

[REDACTED]

Record Date :

2/10/2016

First Name :

Wayne

Last Name :

Slater

Stakeholder Comments/Issues :

It is critically important that everything reasonable be done to support and expedite the NEC FUTURE planning process. The US has much catching up to do on the quality of passenger rail service in both NEC and the rest of the country.

NEC DEIS Comments - RECORD #329 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : Frank

Last Name : Slattery

Stakeholder Comments/Issues :

We need to build an Elevated Mag Lev Train from Boston to Washington, possibly to Richmond, Va.

We need to upgrade our national power grid. Can we do both by using the Elevated Mag Lev Train as a center for the power grid upgrades? The cost would be spread out among the power companies and government.

Sincerely,
Frank Slattery

NEC DEIS Comments - RECORD #1897 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Jamie
Last Name : Slenker
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 #2529 DETAIL

Status : ~~Not Complete~~

Record Date : 2/16/2016

First Name : David

Last Name : Sloane

Stakeholder Comments/Issues :

Dear FRA:

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven and the other important features of this community. I have frequently visited this area and it is a local treasure with both historic and aesthetic significance. This rail service needs to go up the I-91 corridor and across the state inland. The shoreline area as a tourist area is very important to Connecticut and the less disturbance it gets, the better.

Yours truly, Dave Sloane

NEC DEIS Comments - RECORD #555 DETAIL

Status : Action Complete

Record Date : 2/4/2016

First Name : Caroline

Last Name : Sloat

Stakeholder Comments/Issues :

I would like to point out that the route between UConn (Storrs, CT) and Providence has already been the subject of scrutiny and rejected for an Interstate Highway. Routing through the protected wetlands area on the CT-RI border requires more careful study, and the result will quite likely be the same--that at the end of the day, it is not feasible.

NEC DEIS Comments - RECORD #1360 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Peter

Last Name :

Smari Jr

Stakeholder Comments/Issues :

Just let the railway go it will most likely be the least cost.

NEC DEIS Comments - RECORD #426 DETAIL

Status : Action Completed
Record Date : 1/31/2016
First Name : Damon and Patricia
Last Name : Smith
Stakeholder Comments/Issues :

We are vehemently opposed to Alternative 1 and the consequent destruction of a national treasure, Old Lyme.

NEC DEIS Comments - RECORD #2525 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Frederick
Last Name : Smith
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 #2222 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Kathryn

Last Name : Smith

Stakeholder Comments/Issues :

I am writing to echo the comments delivered by various Lyme/Old Lyme organizations on February 10, 2016, opposing the plans outlined in Alternative 1. This alternative would be devastating to the towns of the shoreline.

NEC DEIS Comments - RECORD #2338 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Karen

Last Name : Smith

Stakeholder Comments/Issues :

I am strongly opposed to alternative one. As a resident of Old Lyme, I am against the destruction of our only commercial area as well as our beautiful historic district.

NEC DEIS Comments - RECORD #2490 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Karen
Last Name : Smith

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Please try to find an alternate solution that will not impact this program that supports so many young artists and provides a learning opportunity for students of all ages in the arts for surrounding communities. Thank you.

NEC DEIS Comments - RECORD #320 DETAIL

Status :

Review Complete

Record Date :

1/27/2016

First Name :

Kelly

Last Name :

Smith

Stakeholder Comments/Issues :

I believe wholeheartedly that the proposed high speed rail network through the heart of Long Island would have a devastating effect on communities.

I am particularly opposed to Alternative 3 for the terrible changes in the quality of life it would create throughout Long Island.

Furthermore, to date, this project has not included enough outreach to, or input from community members, who should certainly be consulted prior to spending billions of tax dollars.

NEC DEIS Comments - RECORD #112 DETAIL

Status :

[REDACTED]

Record Date :

1/7/2016

First Name :

Laird

Last Name :

Smith

Stakeholder Comments/Issues :

If NEC goes beyond New England, the most pressing rail transport problem is the circa 1907 tunnel system under the Hudson. If NEC Future is strictly for New England, could a little re-ggiring of the NYC subway tunnels allow a few Metronorth trains access to NY Penn Sta.? Amtrak would hate this as it can now charge a lot for thru service New England to Phila and points South without the inconvenience of a station change in New York. Or, expand the number of Amtrak stops in New Rochelle -- albeit only a small step toward lower fares from North to South. Or have metronorth shuttles from New Rochelle to NYP. Laird Smith, Chester, CT

NEC DEIS Comments - RECORD #2530 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Phillip R

Last Name :

Smith

Stakeholder Comments/Issues :

Having recently used high speed rail service in China, I strongly advocate bringing such service to New England. Beware of building surface level tracks that destroy existing property and buildings, as these features are emotional triggers for dissent. Elevated lines work well and are only built once, are easier to maintain (less wear and tear from traffic), and provide an element of safety not present with the current lines. I live next to the train tracks and am pleased with the limited noise electric trains produce.

Roger M Smith

[REDACTED]
[REDACTED]
2/12/2016

Re Federal Rail Administration NEC Draft Plans

To Whom It May Concern:

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

The impacts to my community include the potential destruction of homes, businesses, the Old Lyme Historic District {which includes our schools, Library, the Florence Griswold Museum , The Lyme Academy of Fine Arts and many, the Town Hall and many businesses. In addition it would have significant environmental impacts including the removal of wetlands, open space and natural resources.

There have to be ways to improve transportation in the Northeast Corridor that can be accomplished without destroying this valuable community.

Thank You,

A handwritten signature in cursive script, appearing to read "Roger M. Smith".

NEC DEIS Comments - RECORD #2750 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Sharon

Last Name : Smith

Stakeholder Comments/Issues :

This tunnel under Long Island Sound is preposterous, both in terms of its cost and its impact on communities on both sides of the Sound. Spend your time thinking up something more sensible.

NEC DEIS Comments - RECORD #1443 DETAIL

Status :

████████████████████

Record Date :

2/14/2016

First Name :

Terry

Last Name :

Smith

Stakeholder Comments/Issues :

The high speed line through Old Lyme is a terrible idea. Speed should not trump our history and quality of life.

NEC DEIS Comments - RECORD #1473 DETAIL

Status :

Action Complete

Record Date :

2/14/2016

First Name :

Tia

Last Name :

Smith

Stakeholder Comments/Issues :

The small straightening of the route suggested by this change would not warrant the huge disruption of historic Old Lyme. I am completely against this land grab.

NEC DEIS Comments - RECORD #2309 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Joseph

Last Name : Smolinski

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 #1569 DETAIL

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

I support the improvement of our railway system and currently use trains in preference to an automobile when possible.

Having read the 3 alternatives for the NEC, I prefer #2 since it opens up train travel to UCONN as well as avoiding what would be a devastating and destructive route through Old Lyme and beyond proposed in #1. The investment in the second alternative is worth the additional price in providing expanded service, speed and safety through 2040 (and likely beyond).

Sincerely,
Michele Snitkin
[REDACTED]
Niantic, CT 06357

NEC DEIS Comments - RECORD #2386 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Carol

Last Name : Snow

Stakeholder Comments/Issues :

To whom it may concern:

I write to oppose Tier 1 EIS Alternative 1 not only because of its obvious detrimental impact on the local economy, environment, and cultural history, but also for the local community that it will impact as they engage in a long battle to fight its imposition (that in the end will benefit no one but the teams of attorneys who will engage in this conflict).

Please withdraw Alternative 1 from consideration.

Respectfully,

Carol Snow
Madison, CT

NEC DEIS Comments - RECORD #239 DETAIL

Status : [REDACTED]

Record Date : 1/23/2016

First Name : Cynthia

Last Name : Snow

Stakeholder Comments/Issues :

As frequent Amtrak riders and avid bicycle travelers, we encourage the roll-on service for bikes on Amtrak. We have used the service on the Downeaster between Boston and Maine and the Cascade service in the Pacific Northwest to good advantage.

The service **MUST** include recumbent bikes—at least those that are no bigger than regular bikes. Even better would be allowances for tandems, bike trailers and longer recumbents where baggage service is available.

NEC DEIS Comments - RECORD #945 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Jamie

Last Name : Snurkowski

Stakeholder Comments/Issues :

This plan will devastate our small town, ruining it's character and history. My family and I highly oppose routing a train through the middle of our town's main street, disrupting a college, residences, a museum, and wetlands.

NEC DEIS Comments - RECORD #1304 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Margaret

Last Name : Sola

Stakeholder Comments/Issues :

"Maintain" should not be an option as it is shortsighted and a waste of money that could go towards the more sustainable options of "GROW" OR "TRANSFORM".

While I love the idea of "Transform", I am opposed to any plan that calls for a bridge or tunnel affecting Long Island Sound. If that were not part of the deal, I would vote for "transform" as all evidence is pointing to people wanting to get out of their cars.... especially Millennials who have opted out of the car culture. Any auto-less proposal that brings people to economic centers, and educational centers, is the way to go. I have been commuting 40+ miles up Route 9 to Hartford for over 30 years and would welcome a train alternative.

NEC DEIS Comments - RECORD #2035 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Mayur

Last Name :

Solanki

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I support Alternative 1 of the Northeast Corridor Futures proposal because it will allow more passengers to travel major cities between Boston and Washinton DC. It will definitely help to reduce lots of traffic on I-95 and that needs to be done cause I-95 is being too much conjugated. Also it will help to prevent environmental pollution since more people will travel by Northeast Corridor. It will help university students commuting between main campus and the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1941 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Mayur

Last Name :

Solanki

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I support Alternative 1 of the Northeast Corridor Futures proposal because it will allow more passengers to travel major cities between Boston and Washinton DC. It will definitely help to reduce lots of traffic on I-95 and that needs to be done cause I-95 is being too much conjugated. Also it will help to prevent environmental pollution since more people will travel by Northeast Corridor. It will help university students commuting between main campus and the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2039 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Mayor

Last Name :

Solanki

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I support Alternative 1 of the Northeast Corridor Futures proposal because it will allow more passengers to travel major cities between Boston and Washinton DC. It will definitely help to reduce lots of traffic on I-95 and that needs to be done cause I-95 is being too much conjugated. Also it will help to prevent environmental pollution since more people will travel by Northeast Corridor. It will help university students commuting between main campus and the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2041 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Mayur

Last Name : Solanki

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I support Alternative 1 of the Northeast Corridor Futures proposal because it will allow more passengers to travel major cities between Boston and Washinton DC. It will definitely help to reduce lots of traffic on I-95 and that needs to be done cause I-95 is being too much conjugated. Also it will help to prevent environmental pollution since more people will travel by Northeast Corridor. It will help university students commuting between main campus and the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #300 DETAIL

Status :

[REDACTED]

Record Date :

1/26/2016

First Name :

Sheila

Last Name :

Solari

Stakeholder Comments/Issues :

I urge the powers that be to STOP the plan for high speed rail through CT. It would negatively impact the environment, ecology, and cultural landscape of our CT, in particular Old Lyme, CT.

NEC DEIS Comments - RECORD #2241 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

William

Last Name :

Somers

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 #1815 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Donejia

Last Name :

Somerville

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 #1899 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Jamess

Last Name : Somppi

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 #2076 DETAIL

Status :

Active Completed

Record Date :

2/15/2016

First Name :

Ope

Last Name :

Sonusi

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 #1390 DETAIL

Status :

Linear

Record Date :

2/14/2016

First Name :

Anita

Last Name :

Soos

Stakeholder Comments/Issues :

I strongly oppose The Alternative 1 proposal that would necessitate cutting a wide swath through Old Lyme, CT. Old Lyme is one of the oldest Art Colonies in the United States and boasts three venerable institutions - the Lyme Academy of Art; the Florence Griswold Museum, and the Lyme arts Association, not to mention the pastoral settings which supply the inspirations for countless artists today. The entire character of this small community would be completely destroyed.

NEC DEIS Comments - RECORD #1838 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Sam
Last Name : Sorbello
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 #935 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Parker

Last Name : Sorenson

Stakeholder Comments/Issues :

Stop at UConn all the way!

NEC DEIS Comments - RECORD #2981 DETAIL

Status : ~~Pending~~

Record Date : 2/16/2016

First Name : Bernard

Last Name : Soroko

Stakeholder Comments/Issues :

I oppose the proposed alternate train route through the Old Lyme Historic District, the ecologically sensitive CT River estuary and the Old Lyme College of UNH campus.

NEC DEIS Comments - RECORD #1800 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Daniel

Last Name :

Sorrells

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 #2153 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Christine

Last Name :

Sorrentino

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 #1801 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Susan

Last Name :

Soucy

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 #2242 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Mary

Last Name :

Spall

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 #2243 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Rachel

Last Name :

Spall

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 #1315 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Amy

Last Name : Sparkman

Stakeholder Comments/Issues :

The opening sentence, particularly the last 24 words, of the NEC Future website speaks directly to my concern about Alternative 1: "...with its vast job base, highly educated and diverse workforce, strong and stable communities, vibrant cities, quality educational institutions, and rich history and culture." Alternative 1 will uproot strong, stable, vibrant, and historically and culturally rich communities between Old Saybrook and Stonington. History, culture and stability don't run much deeper than in that corridor. These qualities are NOT to be cast aside or uprooted and resettled for the sake of convenience, especially when there ARE alternatives. Do NOT undervalue the very qualities you so aptly describe as the nature of New England. You will destroy communities that have roots as deep as the origins of this nation. You will destroy small communities that will not survive being cut in half or having to endure years of disruption. You will destroy the very essence of New England life. Choose a different alternative!

NEC DEIS Comments - RECORD #2621 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Michellee

Last Name : Speirs

Stakeholder Comments/Issues :

Why?Why would you choose to destroy an historic town that already has a train route, just to transport people 30 minutes faster? Besides the danger of speed, the danger of destroying centuries of history and charm and peaceful living seems like a terrible choice. Have you lived here? Is the need for speed so great that you can't find a more sensible alternative? Why? At what cost is this considered progress? Can we only move into the future by destroying our past? I hope not . Please don't destroy what is irreplaceable when surely there are other options available. Please reconsider the alternatives. Thank you.

NEC DEIS Comments - RECORD #434 DETAIL

Status : [REDACTED]

Record Date : 1/31/2016

First Name : Samantha

Last Name : Speirs

Stakeholder Comments/Issues :

As someone who has grown up in Old Lyme, studied biology and has produced environmental impact statements, this is not something I would be supporting. A new rail line will only negatively impact the current habitat and animals residing there. As it will be throughout the construction of this new rail way. With that, Alternative 1 is obviously the best course of action with the least amount of environmental impact. I do think that there could be more research done on just expanding the current rail way rather than installing a new one. The marshes of CT are rapidly diminishing and to build yet another human structure on them would have disatrous effects on the marsh, and Long Island Sound. Most of the local fish supply is supported by them breeding within the marsh. As climate change is causing sea level rise, by 1/2"-1" every year or two, marshes only grow at a rate of 1" per 100 years. Building more on the marsh will severely impact the Long Island sound.

I know many of these EIS reports are done by people who have studied freshwater and inland habitats. You must get a Marine Biolgist/Coastal Ecologist to assist in producing the EIS, because it is lacking information for the public and for you to decide whether it is viable to build.

You must cover all your basis to make an educated decision.

NEC DEIS Comments - RECORD #2144 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Alton

Last Name :

Spence

Stakeholder Comments/Issues :

I oppose this plan. Disrupting a community, an established college and the surrounding environment is bad for CT

NEC DEIS Comments - RECORD #2740 DETAIL

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

Dear NEC Future Team:

I would like to submit the following comment for the Tier 1 EIS NEC Future Study:

A North South Rail Link Tunnel in Boston should be evaluated for the NEC Future. This tunnel has been long planned and a right of way was preserved during the construction of the Central Artery highway tunnel in Boston. The North South Rail Link would connect North and South Stations in Boston and provide significant benefits for regional rail services as well as extending direct Northeast Corridor services to New Hampshire and Maine. This would be as successful as the extension of direct Northeast Corridor services have been to Richmond, Harrisburg and Springfield.

I have attached an OpEd article that I co-authored with the late John Tucker III on this subject that I would like to submit for the Tier 1 EIS record.

Sincerely,

Scott R. Spencer

[REDACTED]
501 W. 10th Street
Wilmington, DE 19802

[REDACTED]
Attachments :

012290 CARRT OpEd.pdf (588 kb)

A vital link missing from Central Artery project

60-5720 C-108E JAN 22, 1970

SCOTT R. SPENCER and JOHN F. TUCKER 3d

The proposed reconstruction of the Central Artery offers an opportunity to unify Boston's commuter rail network and improve its usefulness and commercial appeal. Building a rail tunnel connecting North and South Stations, together with a new intermediate station near Long Wharf would create direct rail travel opportunities not possible today.

These opportunities include:

- Travel from the northern suburban communities to the Financial district, Back Bay and Amtrak connections.
- Travel from the southern suburbs to the Financial District and the North Station area.
- Extension of Amtrak service to New Hampshire and Maine.
- Direct travel from the North Shore to Cape Cod.

■ Every MBTA subway line would have a direct connection to the commuter rail system.

Although present plans for the Central Artery tunnel do not include a rail tunnel, the project could be redesigned to include a railway. A rail tunnel linking North and South Stations would reduce traffic congestion in the new Central Artery highway tunnel and prevent it from being obsolete the day it opens.

The Central Artery project is the last chance to build this rail connection that transportation visionaries have proposed since the turn of the century. To fulfill this idea, the Central Artery project should be redesigned to accommodate a rail tunnel between North and South Stations. Action is needed now, before the Central Artery Project design and construction get beyond the point of no return. Construction of a rail tunnel could provide as much of a positive boost to the quality of life in Boston as the construction of the city's first subway in the 19th century or the creation of South Station in 1899, which consolidated several inconveniently located stations into one central station.

To appreciate the benefits that Boston could

realize from the project, consider the Philadelphia story of the only rail tunnel in North America: unifying the rail lines of a region. When opened in 1984, the rail tunnel changed the travel patterns of Philadelphians. No longer could the rail service simply be described as a commuter rail system. New travel opportunities were created throughout the region between all of the suburbs via Philadelphia and the new rail tunnel. City residents could commute to suburban jobs on any rail line via transit connections at any of the three Center City regional rail stations.

The Philadelphia rail tunnel also provides residents of northern suburbs with direct connections to Amtrak Northeast Corridor trains. Previously, there were direct transfer opportunities only from trains from the western suburbs.

Prior to the tunnel opening, Center City - Philadelphia's business and shopping district - was served by two railroad terminals; Penn Center Station on the west side and Reading Terminal on the east side. This forced commuters to walk or transfer inconveniently to transit routes. Worse, some drove into the city to reach Center City destinations not directly served by the respective terminals. With the opening of the Center City rail tunnel and the new Market east station, all Center City destinations become accessible via a convenient, one-seat rail trip.

The federal, state and local investment in Philadelphia's regional rail tunnel has been a catalyst for the stability and rejuvenation of Philadelphia's office and shopping district. Since the tunnel's opening, several major office buildings have been built, or are now under construction, totaling nine million square feet, all within walking distance of the rail tunnel stations.

Boston's recent office boom justifies construction of a Central Artery rail tunnel to provide proper regional rail service for commuters.

Two major Philadelphia firms employing more than 5,000 people have decided to remain in Philadelphia and construct corporate office buildings adjacent to the regional rail tunnel Center city stations. A recent survey indicated that regional transportation access was the most important factor in determining business locations in Philadelphia.

Ridership growth on the regional rail trains has also reflected the success of the tunnel in serving regional transportation needs. Since its opening, ridership has increased more than 60 percent to almost 100,000 weekday passengers. A shortage of rail equipment and parking at suburban stations limits even greater ridership growth.

The Boston Regional Rail Tunnel has greater potential than Philadelphia's rail tunnel. In addition to connecting the areas of the city served by North Station, South Station and Back Bay with the suburban rail lines, a new tunnel station near Long Wharf would serve the Financial District and Quincy Market and provide access to Logan Airport via the MBTA Blue Line.

The tunnel would also enable Amtrak to expand rail service between New Hampshire and Maine. The population served via Boston makes the Regional Rail Tunnel route the most viable of any other rail route between Southern and Northern New England. It is the missing link whose construction would make possible for the first time direct rail service to Northern New England.

The Regional Rail Tunnel would also open up direct rail service between Boston's northern suburbs and Cape Cod - one of the principle causes of congestion on the Central Artery.

The transportation capacity of a four-track regional rail tunnel would serve Boston commuters, Cape Cod vacationers and travelers between New Hampshire, Maine, Boston and points south while allowing a significant reduction of traffic on the Central Artery. Without the Regional Rail Tunnel and its multifaceted rail services, the traffic congestion on the Central Artery will make even the eight-lane Central Artery highway tunnel obsolete on the day it opens.

Considering the need to reduce air pollution and traffic congestion, the Central Artery Regional Rail Tunnel is an opportunity to provide Boston with a transportation service that will be indispensable for the quality of life of Boston, its suburbs and all of New England.

Scott R. Spencer is a member of the High Speed Rail Association. John F. Tucker 3d is a transportation professional.

So Scott Spencer. Scott, would you

66

like to speak?

SCOTT SPENCER: Sure.

RUBY SEIGEL: Okay.

SCOTT SPENCER: Good evening. I'm Scott Spencer. I'm a member of the Delmarva Rail Passenger Association. And I want to thank those who are involved in this process, the Federal Railroad Administration, Amtrak for advancing the improvements that are necessary for our economies and cities to move in the future.

I just wanted to address two comments. One, I'm not sure if there's information or perhaps going forward that this NEC FUTURE project can look closely on how they're coordinating these alternatives with some key decisions that are underway right now. For instance, you mentioned about the various alternatives that would include the improvements of the Hudson River tunnels. But I would encourage that as that planning of that tunnel

67

go forward that it includes the capacities that are going to be necessary to sustain the improvements that are proposed in these alternatives.

And I'll give one specific example. As I understand the Gateway Tunnel project now, they're proposing two new tunnels, which is great, but they go into the existing Penn Station, which has a track network that was laid out over a hundred years ago, which means none of the trains can move through that station faster than restricted speed, well under 20 miles an hour averaging ten or 15 miles an hour. So the bottom line is, even though the new tunnel would have as many as 20 slots per hour into Penn Station New York, there's very limited capacity to get that many extra trains per hour through Penn Station New York when you're building for an improvement of future of a hundred years.

And you still have the problem, which

68

I'm not sure how this project addressed -- I didn't see it mentioned. -- the East River tunnels. The East River tunnels are just as old as the Hudson River tunnels and have themselves also in deteriorating condition. And so I have

not heard of how they're going to address it.

They propose these new Hudson River tunnels. That investment in that capacity is going to be at risk to the reliability of the East River tunnels and, really, the functionality of the entire Northeast corridor, whichever alternative you put up unless you use the bypass through Long Island that you're proposing.

But I'm just curious how closely that the decisions that are underway now to the Gateway Tunnel are being coordinated with this so they don't preclude the investments that happen here.

The second area I wanted to comment, again, to what extent is Amtrak's fleet

69

decisions that are in the pipeline now being coordinated with the future here? Of particular concern, the Northeast Corridor's current condition, future conditions are going to require a substantial amount of federal, state, local funding, taxpayer dollars. But Amtrak currently operates its service in a way where the trains that reach the highest speeds made possible by those tax dollars, currently 150 miles an hour, are only accessible to passengers that can pay business class or first class fares on the Acela trains. Thereby, a large group of passengers such as families, senior citizens, and students can never afford to travel at those high speeds that their tax dollars pay for.

I made an observation right here in Wilmington on the busiest travel day of the year on the Sunday after Thanksgiving. Very, very few families that I could see riding on Amtrak on those trains that afternoon. They just can't

70

afford to travel as families find it more affordable to travel by bus or Mega bus or by car because of those horrible turns.

So what I'm encouraging is that this analysis and that coordination of Amtrak's current conditions consider a fleet decision that's inclusive for all classes of passengers, rather than running, you know, two separate fleets, two different speeds, two different ticketing or marketing things that actually precludes the accessibility. So that whatever speeds are the goals of NEC FUTURE, a standardized fleet should be accessible to all

ticket classes so that all passengers can travel at those higher speeds.

And then if those want to pay more for the amenities of business class or first class, they do so, but all the high-speed trains should have a coach class as well because those taxpayers are paying for it.

I mean, right now, Amtrak has a project

71

to include -- to increase the speeds across New Jersey to 160 miles an hour with tax dollars, but unless there's a standardized fleet, none of the coach passengers, students, families, or senior citizens, will ever be able to afford to travel at those speeds that tax dollars pay for.

So I just wanted to put that into the analysis here that we know the key question no matter what alternative you propose here is going to be, okay, what's the price tag? How are we going to pay for it? We know tax payers are going to be involved in that. And there should be a fleet decision by Amtrak even now to make it more accessible for all passengers with a standardized fleet with a coach, business, and first class. So I just wanted to share those comments with you this evening.

Thank you.

NEC DEIS Comments - RECORD #2741 DETAIL

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

Dear NEC Future Team,

I am submitting this comment regarding Section 4.1 Service Planning:

The distinction between Intercity - Express and Intercity - Corridor should be defined to be trains operated with the same standardized fleet offering a triple class of accommodations of coach, business and first class on every train. This would double the service offerings for all passengers while operating the same train-miles in the capacity constrained Northeast Corridor.

In addition to speeds and stopping patterns, the EIS makes the distinction between Intercity - Express and Intercity - Corridor as offering services at premium prices and serving price sensitive passengers respectively. Unfortunately, the price sensitive passengers will also be paying the taxes that will be utilized to finance the infrastructure improvements necessary to operate Intercity - Express trains at top speeds between 160 MPH and 220 MPH and yet will not be able to afford the premium price tickets to ride at the top speeds made possible by their tax dollars.

To improve the service accessibility for all income levels of passengers including senior citizens, students and families, the NEC Future should call for a standardized fleet offering triple class service of coach, business and first class on every train.

Please see the attached OpEd article that I co-authored with Paul Reistrup regarding this issue that I am submitting for the Tier 1 EIS record.

Sincerely,

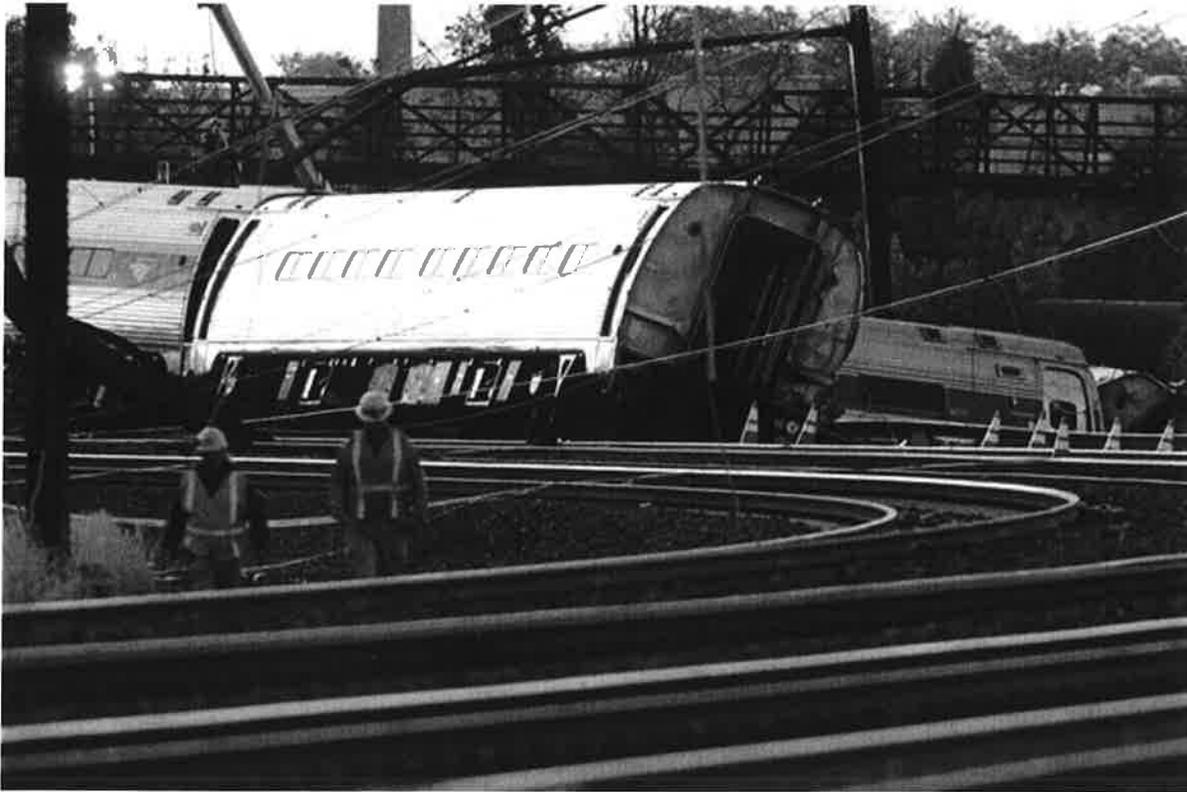
Scott R. Spencer
[REDACTED]

Wilmington, DE 19802


Attachments :

110515 NEC Fleet OpEd.pdf (148 kb)

Amtrak should upgrade cars, trackside poles



The sun rises Wednesday, May 13, 2015 on the tracks where the day before Amtrak Train 188 derailed at the sharp Frankford Junction curve. ALEJANDRO A. ALVAREZ / Staff Photographer

POSTED: Thursday, November 5, 2015, 1:08 AM Philadelphia Inquirer

By Paul H. Reistrup

and Scott R. Spencer

The tragic derailment in May of Amtrak Train 188 in Philadelphia has family and friends of the victims, industry officials and regulators, and politicians and the public seeking answers about the cause of the wreck, which killed eight passengers and injured scores of others.

While the official accident investigation and findings by the National Transportation Safety Board (NTSB) could take a year or more to complete, Amtrak, the Federal Railroad Administration (FRA), and Congress should take action now on two factors that contributed to the severity of the wreck, including the loss of life and injuries: Amtrak's use of 40-year-old passenger cars and catenary poles for electrification that are more than 70 years old.

Installed before World War II, the massive metal poles are embedded in concrete bases about 300 feet apart. These poles support the overhead wires that provide power to the electric locomotives. They pose a significant collision hazard during a derailment and contributed to the catastrophic damage and most of the deaths on one passenger car on Train 188.

Funding should be provided to Amtrak to replace this outdated, risk-prone infrastructure with the world-class standard for high-speed-rail corridors: poles with shear bolts that are designed to break away in the event of a collision. These breakaway poles have been installed on the Northeast Corridor between New Haven, Conn., and Boston, and are currently being installed in New Jersey as part of a project to increase speeds to 160 m.p.h.

Replacing the electrification from New Haven to Washington with constant-tension catenary wires and breakaway poles would cost about \$3.5 billion.

Built in 1975, Amfleet coaches and café cars serve the majority of Amtrak's 11.6 million annual passengers between Boston and Washington at speeds of up to 125 m.p.h. These cars do not have the structural materials, safety standards, technology, and crash energy management systems that are part of the design of 21st-century passenger railcars.

Amfleet cars use train technology developed in the 19th century: individual cars connected at a single point with couplers that are vulnerable to breaking apart in a derailment or collision. This increases the risks of rollovers and jackknifing cars crashing into bridges, catenary poles, and other trackside objects.

The safer alternative is for Amtrak to replace the Amfleet cars with modern articulated train sets.

At sustained speeds of over 100 m.p.h., almost every train in the world is operated with articulated or integrated train sets: Each car is semipermanently attached with multiple connectors to other cars. These connectors absorb and channel the kinetic energy of a derailment or collision, keeping the entire train in-line and intact along the railroad.

The cost of 78 train sets, at \$50 million each, to replace all Acela and Amfleet trains, and a centralized train-set maintenance facility - which does not currently exist on the Northeast Corridor - would be about \$3.9 billion.

Articulated train-set technology has been credited with maintaining the stability and integrity of trains during high-speed derailments, which is vital for protecting passengers. When an articulated French TGV train set derailed in 2000 at over 180 m.p.h., the injuries were limited to bumps, bruises, and shock to a handful of the more than 500 passengers.

Despite their age and safety limitations, Amtrak has no near-term plan to replace its 40-year-old Amfleet cars. Instead, it is focusing on replacing the high-speed Acela train sets, which are only 15 years old.

We urgently recommend that Congress, the FRA, and Amtrak take the safest course of action and make the replacement of the older Amfleet cars the priority. This could be accomplished by transforming the Northeast Corridor service with a new fleet of articulated train sets that would offer a triple-class selection of coach, business, and first-class seating on every train.

The new triple-class train sets would allow Amtrak to replace the aging Amfleet cars first and eventually phase out the Acela train sets, thus operating the Northeast Corridor with the efficiencies of a standardized fleet. For example, all passengers would be able to board a high-speed train every 30 minutes between Washington and New York and hourly between New York and Boston, effectively doubling current service with the same number of trains.

Such a transformation would enable Amtrak to offer a high-frequency, high-capacity, high-speed operation for all passengers. All Amtrak passengers, including senior citizens, families, and students, would be able to enjoy the benefits of high-speed service, made possible with their tax dollars. Most passengers cannot afford to ride Acela trains presently.

A standardized fleet on the Northeast Corridor would result in significant improvements in operating costs and reliability. Amtrak's current use of two different train fleets with different speed limits, maintenance requirements, and marketing campaigns is expensive, complex, and inefficient. No other high-speed rail corridor in the world operates this way.

Safety, service, and scheduling efficiency on the Northeast Corridor will be significantly improved if the 40-year-old Amfleet trains are replaced with a new, standardized fleet of articulated train sets. All Amtrak passengers deserve the benefit of the highest level of safety and service for their tax dollars.

Paul H. Reistrup served as the second president of Amtrak. phr1@cox.net

Scott R. Spencer is a rail transportation consultant. spencerscott@hotmai.com

Read more at http://www.philly.com/philly/opinion/currents/20151105_Amtrak_should_upgrade_cars__trackside_poles.html#pBcHyt92sZTSrsP8.99

NEC DEIS Comments - RECORD #2867 DETAIL

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

To Whom it May Concern:

As a resident of Old Lyme, CT, I would like to strongly protest the proposed route of Alternative 1 in the FRA NEC plan.

The route would take the rail line directly through the village of Old Lyme, destroying the Lyme Art Academy, Florence Griswold Museum, and the community character of the village area.

Please contact me at anytime if you require additional comments.

Sincerely,

Mark
Mark N. Spina
[REDACTED] (cell)
mspina14@[REDACTED]

NEC DEIS Comments - RECORD #2771 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Suzanne

Last Name :

Spina

Stakeholder Comments/Issues :

I cannot believe the stupidity of the plan to place a high speed train through the center of a historic and beautiful cultural center; of one of Connecticut's most famous art communities. In addition it will cut through a college campus and be across the street from a high school, middle school and elementary school. What on earth are you people thinking? Leave the tracks where they are. No one likes you as it is.

NEC DEIS Comments - RECORD #2534 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

diane

Last Name :

spinato

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 #1607 DETAIL

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

This is to support the document submitted by Bonnie Reemsnyder, First Selectwoman of Old Lyme CT in expressing significant concerns and opposition to the NEC Future rail proposal for Old Lyme CT. Although we support the need for upgrades to our nation's passenger rail infrastructure and improvement in the existing railway, we are strongly against the devastating disruption to the town of Old Lyme CT with the proposed changes. We strongly request review of the current proposal and seek an alternative that would not disrupt the existing town.

Sincerely,
Janet Dee Spoltore
Len Griswold Guitar
[REDACTED]
Lyme, CT 06371
[REDACTED]

--
Janet Dee Spoltore, Ph.D., ABPP
Director, Student Counseling Services
Connecticut College
[REDACTED]
New London, CT 06320-4196

[REDACTED]
E-Mail: janet.spoltore@[REDACTED]

[REDACTED]
<http://www.conncoll.edu/offices/counselor>

[image: lifeline 3]

Like us on Facebook!

<http://www.facebook.com/pages/Connecticut-College-Student-Counseling-Services/17910328728>

<http://www.twitter.com/SCSConnColl>

Since this is not a confidential e-mail site, Student Counseling Services does not use e-mail to provide counseling or to respond to clinical questions or requests. During office hours, please contact the Student Counseling Services office at 860-439-4587. After hours or for emergency situations, please contact Campus Safety at 111 or Emergency Services at 911.

***Privileged and Confidential:** The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If you received this in error, please contact the sender and delete the material from all computers.*

NEC DEIS Comments - RECORD #2374 DETAIL

Status : Action Complete

Record Date : 2/15/2016

First Name : Christopher

Last Name : Spooner

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 #409 DETAIL

Status : ██████████
Record Date : 1/30/2016
First Name : Jack
Last Name : Spratt
Stakeholder Comments/Issues :

As a long time affected property and business owner in the Historic District of Old Lyme, CT, with property abutting part of the salt marsh proposed by North East Corridor Future Alternative 1 rail track rerouting and as a resident of Old Lyme I join my fellow citizens in disbelief that any federal or State agency would seriously consider Alternative 1, rerouting high-speed rail lines over a new bridge crossing the Connecticut River, across the saltwater marshes at the Lieutenant River and through the historical district of Old Lyme. I can assure Amtrak that there will be vigorous opposition to NEC Future plan Alternative 1.

Alternative 1 would essentially destroy the Old Lyme Historic District, the character of our community and result in significant environmental and economic damage to our region without any potential regional benefits. This plan reminds me of a plan in the 1970's to build a series of bridges from Long Island across, Orient Point, Plum Island, Great & Little Gull Islands, Fishers Island and across Napatree Point through Watch Hill. If that plan was not stopped before it got to the planning stage it would have destroyed important environmental habitat and recreational resources for future generation! The bridges would have had a significant negative impact on our shoreline communities and we would have been left with the environmental impact. We need/demand to have Alternative 1 removed from any further consideration NOW! This is not just about NIMBY (we already have the Amtrak running through Old Lyme), the Old Lyme Historic District in and of itself is a national treasure. The historic district and marshlands targeted by the NEC Alternative 1 plan are the center of this important historical community of American colonial and maritime history, architecture, art and nature history. The Old Lyme community through many, many generations of preservation minded citizens has carefully protected and maintained the historical character of the district and wetlands which make up part of the district to preserve and protect our historical and nature resources as a whole ecosystem for future generations. Our Art College, Museums, wetlands, open spaces, galleries and architecture is a testament.

As important, Alternative 1 would result in the loss of critical habitat for migratory birds, aquatic and marshland wildlife, endangered species, flood control protection and the visual corridors which inspired the American Impressionism Art movement.

Sincerely,
Jack Spratt, Old Lyme, CT

NEC DEIS Comments - RECORD #340 DETAIL

Status : [REDACTED]

Record Date : 1/27/2016

First Name : Christopher

Last Name : Moskal

Stakeholder Comments/Issues :

Please see attached letter.

--

Christopher J. Moskal

Executive Director of the SRA

Springfield Redevelopment Authority

70 Tapley Street

Springfield, MA 01104

Phone: (413) 787-7661

Fax: (413) 787-6524

Attachments : [Comments_on_NEC_future_Tier_1_Springfield_MA.pdf \(945 kb\)](#)



THE CITY OF SPRINGFIELD, MASSACHUSETTS

MAYOR DOMENIC J. SARNO

HOME OF THE BASKETBALL HALL OF FAME

January 26, 2016

Ms. Rebecca Reyes-Alicea
United States Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

SUBJECT: Comments on NEC Future Tier 1 Draft Environmental Impact Statement

Dear Ms. Reyes-Alicea:

Thank you for the opportunity to comment on the NEC Future Tier 1 Draft Environmental Impact Statement (Draft EIS). As mayor of Springfield, one of the state's largest cities, I cannot underscore enough the critical importance that expanded rail service would have for the City, the "Knowledge Corridor" spine and the New England region.

Since 2010, the City has been advancing redevelopment of the Union Station Regional Intermodal Transportation Center. The project now under construction will open in early 2017. It takes advantage of the station's strategic location at the crossroads of New England, and has the potential to deliver significant benefits of national and regional significance.

A restored and operational Union Station, with adjoining bus terminal, will transform the historic property into the region's key intermodal transit facility with access to bus, rail and taxi services. The center will provide connections for the continuation and expansion of transportation services, including local, regional and intercity buses; Amtrak, commuter and high-speed passenger rail.

We understand that the Federal Railroad Administration (FRA) considered three route options for a second spine between New York City and Hartford, Conn., and three new off-corridor routes for a second spine from Hartford to Boston. Based on

an evaluation of service, ridership, and capital cost, the FRA narrowed the six route options to four. Unfortunately, the Nassau Hub in Uniondale, N.Y., routing (between New York City and Hartford, CT), and the Springfield, Mass., routing (between Hartford and Boston) were not advanced for further consideration in the Tier 1 Draft EIS.

Because the Draft EIS evaluation precludes an alternative for service along the Hartford/Springfield/Worcester/Boston inland corridor, an already established corridor, we believe it falls short of its intended goals. The benefits that improved rail connectivity would bring to this corridor and New England -- particularly to the City of Springfield where public and private investments in new and recently completed projects, including our new intermodal station, now top \$2.7 billion -- must be taken into consideration.

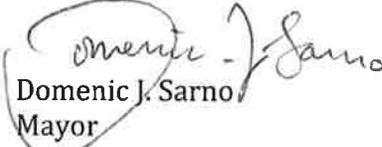
Further the Draft EIS does not fully account for the leverage effects of substantial transportation investments by federal, state, and municipal agencies that are already occurring or anticipated, in Massachusetts and Connecticut. These include the Springfield Union Station, New Haven/Hartford/Springfield (NHHS) commuter rail, and the Northern New England Inland Rail Initiative (of which the Inland Route is a part). Further, these projects clearly take advantage of existing rail rights of way.

The lack of an inland route alternative also fails to recognize the unique needs of a City with a poverty rate of close to 30 percent and the importance that rail and transit service can play in connecting residents to employment and daily services.

I implore you to require the FRA to review and address these deficiencies before an alternative is selected and the Final Environmental Impact Statement is prepared. Otherwise, we cannot and do not support the actions contained in this Draft EIS.

We hope you believe, as we do, that comprehensive rail service throughout the Northeast Corridor is worthy of further analysis, and we thank you in advance for your full and fair consideration of this request.

Sincerely,


Domenic J. Sarno
Mayor

cc: Congressman Richard E. Neal
Mary Beth Mello, Regional Administrator Federal Transit Administration -
Region I
Stephanie Pollack, Secretary & Chief Executive Officer of the Department of
Transportation
James P. Redeker, Commissioner Connecticut Department of Transportation

NEC DEIS Comments - RECORD #1854 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Sai Kiran

Last Name : Sreebhashyam

Stakeholder Comments/Issues :

Please avoid the rail road through the Lyme university campus.

NEC DEIS Comments - RECORD #399 DETAIL

Status : ~~Action Completed~~
Record Date : 1/30/2016
First Name : Kristen
Last Name : St. Germain

Stakeholder Comments/Issues :

We vehemently oppose Alternate 1. Old Lyme's historical center would be devastated by such a project. There is too much art history within this town to even consider such a thing. The citizens of this town have worked very hard to maintain the historical culture of our town. How can any project be considered that is labeled the loss of only one town- Old Lyme? Let me ask people working on this project- what if that were your town? Why should any town sacrifice it's soul for a project that is not necessary to begin with. Take Alternate 1 off the table. Stop measuring loss by least impacted. NO ONE should be devastated like the town of Old Lyme would be if this project happens. Shame on the people who would throw away a piece of our state's art history to make a profit. Disgusting.

NEC DEIS Comments - RECORD #1588 DETAIL

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

NEC DEIS Comments - RECORD #313 DETAIL

Status : [REDACTED]

Record Date : 1/27/2016

First Name : Linda

Last Name : Stamm

Stakeholder Comments/Issues :

I am vehemently opposed to a third rail system going through Garden City. This is a sleepy/quiet village that thrives on many wonderful qualities including a bucolic residential feel. We have many lovely small-town businesses and families that have invested wisely to be part of that dynamic. A third rail would be such an all encompassing project and a devastation to our beautiful area. Sincerely, Linda Stamm

NEC DEIS Comments - RECORD #2225 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Tammy

Last Name :

Stanard

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

NEC DEIS Comments - RECORD #1563 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Clinton

Last Name : Standart

Stakeholder Comments/Issues :

I am a resident of Lyme, CT and think that Alternative 1 is a terrible idea. Old Lyme is a beautiful, historic town which you seem to be planning on dividing in two with a noisy, high speed rail. I think Alternative 2 and 3 would be much better alternatives and hope that they will be faster. I agree that we absolutely need a high speed train from New York to Boston.

I am also shocked and appalled that this proposal was sneaked by with only days for people to respond when you have been working on this in secret since 2012.

Clinton Standart

[REDACTED]

Lyme, CT 06371

NEC DEIS Comments - RECORD #1472 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Joe

Last Name : Standart

Stakeholder Comments/Issues :

This is a classic example of a poorly conceived, wreckless plan that will distory communities, institutions and businesses with no real gain. I am against plan 1.

NEC DEIS Comments - RECORD #718 DETAIL

Status : Action Complete

Record Date : 2/10/2016

First Name : Janie

Last Name : Stanley

Stakeholder Comments/Issues :

As an employee of the Florence Griswold Museum for the past 16 years I was devastated to learn of the Proposed Northeast Corridor High Speed Rail Route which would cut through the Old Lyme Historical District and completely destroy this historic village. As a citizen I am asking NEC officials to please include the residents of Old Lyme in identifying a revised plan that would not impact the beautiful CT river and surrounding marshlands. Please consider improving the existing Amtrak corridor.

NEC DEIS Comments - RECORD #1419 DETAIL

Status :

Not Completed

Record Date :

2/14/2016

First Name :

Andrea

Last Name :

Stanton

Stakeholder Comments/Issues :

No,no,no! Your idea to put a new high speed rail line through Old Lyme Ct is beyond insane. To destroy our community so you can shave minutes off a train trip is ludicrous. I sincerely hope you drop this asinine plan. Lyme Old Lyme will not stand by quietly while you attempt to destroy our towns!

NEC DEIS Comments - RECORD #794 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Daniel

Last Name : Stanton

Stakeholder Comments/Issues :

I endorse rail in Connecticut. please extend the danbury line to the Berkshires(Massachusetts). this will enhance recreation and the economy in from Danbury north.

NEC DEIS Comments - RECORD #202 DETAIL

Status : [REDACTED]
Record Date : 1/19/2016
First Name : Eric
Last Name : Stanton

Stakeholder Comments/Issues :

I support proceeding with either alternative 2 or 3, they provide significantly increased speed and service while the other alternatives do little to address the need for a more robust public transit network.

NEC DEIS Comments - RECORD #299 DETAIL

Status : **Action Completed**

Record Date : 1/26/2016

First Name : Kenneth M.

Last Name : Stanzione

Stakeholder Comments/Issues :

I am not a frequent user of the NEC, but as someone who works often in NYC and Philadelphia, I know the power of rail. I also know of the tortuous traffic along the entire Northeast US. I am in complete agreement with alternative 3 of the NEC FUTURE plan. I would support capital improvements of the existing NEC as well as expansion of the current infrastructure. The economic impact would be offset by the improvement in transportation of goods and people. Ecologically, more rail passengers leads to less automobile use thus less pollution.

NEC DEIS Comments - RECORD #1416 DETAIL

Status :

Not Complete

Record Date :

2/14/2016

First Name :

Ralph

Last Name :

Stanzione

Stakeholder Comments/Issues :

As a supporter of infrastructure investment I must respectfully disagree however with the FRA's proposed rail bypass in Southeastern CT. Amtrak has already spent an enormous amount of taxpayer money upgrading the current corridor. To even consider the astronomical cost a new bypass would cost not to mention the unnecessary disruption to historic towns is not responsible guardianship of the people's money. I therefore request that you focus on updates to the existing corridor as a responsible upgrade to the infrastructure.

NEC DEIS Comments - RECORD #1590 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

Please, please protect this essential resource that is the Patuxent Wildlife Refuge. We have lost so many natural areas in Maryland. If anything we should seek to add more wildlife refuge acres wherever possible. They benefit not only flora and fauna but are often provide the solace we need in our own lives.

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,

Susan Stanzione

NEC DEIS Comments - RECORD #667 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : Leslie

Last Name : Starr

Stakeholder Comments/Issues :

Please do not construct anything within the boundaries of the Patuxent Research Refuge. This ecological gem should be protected, not exploited. Surely there are other routes which would have a less deleterious impact on our natural resources.

NEC DEIS Comments - RECORD #1097 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

Bernard

Last Name :

Steadman

Stakeholder Comments/Issues :

My first question is why am I just now learning of this proposal, through a email newsletter from Congressman Courtney, who apparently was also not made aware until recently of the construction of a new route between Old Saybrook, CT and Kenyon, R.I.?

Sounds like government run amok, again. I But most importantly, I fail to see the necessity for the construction of 50 miles of new rail, when the so-called shoreline just underwent the construction of the electrification with the concomitant erection of the catenary wire system.

I would like to see more information provided and public hearings held in the effected communities.

In these economically stressful times, this project seems ill-advised, especially for Amtrak, which is , as I understand, not a profitable enterprise.

NEC DEIS Comments - RECORD #3022 DETAIL

Status :

Unread

Record Date :

2/16/2016

First Name :

Roxanne

Last Name :

Steed

Stakeholder Comments/Issues :

Noooo - this not only cuts right through the campus of Lyme Academy College of Fine Arts, but the proposed route would cut through the CT Audubon's planned Roger Tory Peterson preserve, plus the property in Pomfret and possibly Trail Wood....Ugg! Too many sensitive preserves - there has to be an alternative route.

NEC DEIS Comments - RECORD #2717 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Tanner
Last Name : Steeves

Stakeholder Comments/Issues :

As a professional wildlife biologist and lifelong resident of Connecticut, I oppose the NEC Rail Plan. This plan will commit irreparable harm to the natural resources of this State, through habitat loss, habitat fragmentation, and perpetual disturbance (train activity). All Options provided by the planning team damage important natural areas that have been set aside for conservation by State, Federal, and Non-Profit Conservation organizations. The people of CT value these natural resources about rail travel. This plan is masquerading as a "green" project to limit vehicle emissions; in reality this is a private for-profit development project that will damage the environment without providing affordable travel to the public. Current AmTrak and Shoreline East Prices are equal to or greater than car travel prices.

Additionally, this plan does not address impacts to the Federally threatened Northern Long-eared bat.

NEC DEIS Comments - RECORD #383 DETAIL

Status : [REDACTED]

Record Date : 1/29/2016

First Name : Rebecca

Last Name : Steiner

Stakeholder Comments/Issues :

Any modernization of the the Amtrak Northeast Corridor should NOT in any way impact the historic district of Old Lyme, or the town itself in any way (!)

It is absolutely disgusting and disgraceful that this plan is being constructed and proposed so secretly. With Old Lyme literally at stake here - the sneakiness and secrecy of this plan is really just vile.

Not only will the cultural heritage and aesthetic beauty of Old Lyme be destroyed, but our community and home values will be decimated.

Old Lyme already paid an enormous price with the construction of I-95, which compromised the quiet beauty of the historic district. Isn't that enough?!

It is completely without conscience that the Federal Government and the Federal Railroad Administration has quietly tried to push this through without taking into consideration the local community or public input.

We are hopeful other alternatives will be proposed - which respect the lives, communities and property values of local residents.

NEC DEIS Comments - RECORD #1337 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Traver

Last Name :

Steiner

Stakeholder Comments/Issues :

This is a ridiculous plan and should be scrapped completely... the idea of building a completely new track system and then go directly through environmentally sensitive areas at a time like this is unbelievable. More exposure to the public should for discussion should be given. I am completely against this proposal and feel it does nothing beneficial to or for the area.

NEC DEIS Comments - RECORD #1528 DETAIL

Status : [REDACTED]
Record Date : 2/14/2016
First Name : Lois
Last Name : Steinman

Stakeholder Comments/Issues :

Please do not consider option 1. This will destruction the historical district of Old Lyme Home of the art school and Florence Griswold museum. Heart of the American Impressionism. A small beautiful picturesque town. Wildlife would also be a huge factor as well.

NEC DEIS Comments - RECORD #1311 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Brian

Last Name :

Stephens

Stakeholder Comments/Issues :

Make it the same place as the railroad is already

NEC DEIS Comments - RECORD #838 DETAIL

Status : ██████████

Record Date : 2/11/2016

First Name : Kathy

Last Name : Stephenson

Stakeholder Comments/Issues :

Absolutely not! Our town will be ruined.

NEC DEIS Comments - RECORD #2292 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Susan
Last Name : Stephenson
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.

Not only will it destroy the campus of a fabulous college, but it will negatively impact the flora and fauna of the protected wetlands of the area; lastly, the historical district will be ruined if this proposal goes forward.

Sincerely,

Susan Stephenson

Associate Professor

[REDACTED]
Coordinator, Painting Program

[REDACTED]
Lyme Academy College of Fine Arts

[REDACTED]
The University of New Haven

[REDACTED]
Lyme Street

Old Lyme, CT 06371

[REDACTED]
www.lymeacademy.edu

NEC DEIS Comments - RECORD #1357 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Barbara

Last Name :

Stevens

Stakeholder Comments/Issues :

The proposed plan would be another tragedy leading to the destruction of beautiful, small town America.

NEC DEIS Comments - RECORD #2587 DETAIL

Status :

Not Completed

Record Date :

2/16/2016

First Name :

Sean

Last Name :

Stevens

Stakeholder Comments/Issues :

The proposed rail project would not only besmirch the beauty of the environment that fosters learning at Lyme Academy but the farms nearby would be affected (and its workers) as well. Doing nothing or possibly building an extensive new rail line that would bypass the coast and pass through Hartford and the University of Connecticut campus would be better option.

NEC DEIS Comments - RECORD #298 DETAIL

Status : [REDACTED]

Record Date : 1/26/2016

First Name : Mimi

Last Name : Stevenson

Stakeholder Comments/Issues :

My life in Connecticut has been greatly enriched by land sanctuaries, historical renovation and repurposing. It is evidence of short term thinking to destroy these things by neglecting to have a respect for their long term advantages to the state and to its people,

NEC DEIS Comments - RECORD #2684 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Robin

Last Name :

Stewart

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 #1117 DETAIL

Status :

Pending

Record Date :

2/12/2016

First Name :

Jack

Last Name :

Stillwaggon

Stakeholder Comments/Issues :

No good reason to redirect the line. Do not threaten people in those towns or destroy their homes. Why continue with 19th century technology when you should be investing in electromagnetic train travel?

NEC DEIS Comments - RECORD #982 DETAIL

Status : ██████████
Record Date : 2/11/2016
First Name : Suzette
Last Name : Stitely
Stakeholder Comments/Issues :

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

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. Patuxent Wildlife Refuge is not a place for this project.

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 animal 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,
Suzette Stitely
Trappe,MD

NEC DEIS Comments - RECORD #849 DETAIL

Status :

Record Date : 2/11/2016

First Name : Mary Louise

Last Name : Stock

Stakeholder Comments/Issues :

Attached is a letter from resident Mary Louise Stock regarding NEC Future Alternative 1.

Cathy Frank

Catherine Frank

Executive Assistant, Selectman's Office

860 434 1605, ext. 210

Attachments : Mary Louise Stock letter.pdf (53 kb)

MARY LOUISE STOCK [REDACTED]

February 5, 2016

To Whom It May Concern,

A homeowner in Old Lyme, I live directly in the path of your proposed ALTERNATIVE 1 rail track. I am in shock that any branch of government would consider such a destructive measure. Your plan for our Old Lyme community would decimate our town economically, historically, ecologically, and educationally.

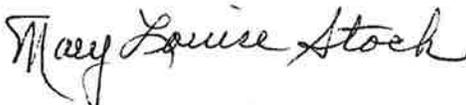
Our town/village is home to historical and cultural treasures: Lyme Academy College of Fine Arts, Lyme Art Association, The Historical Society, and Florence Griswold Museum to name a few. Our Nature Conservancy works to protect and preserve the ecological treasure of our vast wetlands and marches. The history of America is represented in historically preserved, century-old homes and churches. The proposed threatens all this.

I question the lack of transparency your organization has exercised regarding this rail system and its extreme negative impact on our community. And I find it unconscionable for the Old Lyme government officials to have learned about your "study" through the "grapevine" just a handful of days ago.

Instead of spending all those tax dollars on your study I would like to suggest you use that money to improve the already existing rail system that services the Acela and Metro North trains.

I stand adamantly opposed to the Alternative 1 of the EIS rail service.

Sincerely,



Mary Louise Stock

NEC DEIS Comments - RECORD #1958 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Julie

Last Name : Stockmal

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 #1327 DETAIL

Status : ██████████
Record Date : 2/14/2016
First Name : Eric
Last Name : Stoddard
Stakeholder Comments/Issues :

I oppose Option 1 as it will hurt the town of Old Lyme

NEC DEIS Comments - RECORD #1530 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : abigail

Last Name : stokes

Stakeholder Comments/Issues :

I strongly oppose Alternative 1.

NEC DEIS Comments - RECORD #98 DETAIL

Status : ██████████
Record Date : 12/31/2015
First Name : Frederick
Last Name : Stolle
Stakeholder Comments/Issues :

We cannot build a hi-speed train from Portland Maine to Charlotte North Carolina fast enough. It is a national disgrace when everycountry in the world makes us look backward. We need to emulate Japan's Shinkusan.

NEC DEIS Comments - RECORD #2623 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Mark A.

Last Name :

Stoller

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 #2677 DETAIL

Status :

NOT COMMENTED

Record Date : 2/16/2016

First Name : Stephanie

Last Name : Storer

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 #3011 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Rider

Last Name :

Strano

Stakeholder Comments/Issues :

I think that instead of building new trackage you should revitalize and update the highland division of the old New Haven. This route is straighter but a little more hilly. the rout once(and probably still does) have direct rail access into Boston and would save millions of dollars in new trackage construction. the old NEC would still be used for local trains but high-speed trains would go north to Hartford via New Haven then east along the old Airline route and join up with Boston area Mass Rapid Transit trackage near Norwood-Walpole (I'm looking at an old New Haven RR map) then gain access to Boston via Back Bay.

NEC DEIS Comments - RECORD #1779 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Robert
Last Name : Stratman
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."

Steve Strauss



February 15, 2016

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

Dear Ms. Reyes-Alicea:

The Federal Railroad Administration's draft Tier I environmental review of proposed Northeast Corridor improvements provides the Northeast region with the opportunity to establish the parameters for improvements and accompanying service plans for the next twenty-five years. I write to endorse the concepts of the Grow Alternative, as both aspirational and achievable.

The Grow alternative would require a federal, state, local and passenger commitment of nearly \$5.5 billion per year for twenty-five years to bring the Corridor to a state of good repair, eliminate numerous bottlenecks that regularly disrupt service and cause passenger delays, modify alignments and add significant track capacity, establish significantly more rail service and reduce travel times between city pairs.

The Grow alternative allows for intercity passenger rail speeds of up to 160 mph along most of the right of way and shifts 93 million annual trips from crowded roads and air corridors to trains. It expands the market for doing business along the Corridor and widens housing and employment opportunities for the millions of individuals who live within 25 miles of the NEC.

With a renewed interest in working and living in America's cities bringing more jobs, employees and residents to cities the Northeast needs the added opportunities and mobility that the Grow alternative provides; particularly the faster, more reliable and more frequent intercity rail service and the expanded network capacity to accommodate additional commuter rail service.

Rebecca Reyes-Alicea
February 15, 2016
Page 2

It is also important to note that the "No Action" alternative is not an acceptable outcome of this process. Current expenditures by the federal government, the states and Amtrak are insufficient to reduce the existing state of good repair backlog on the Corridor. The No Action alternative would not significantly change this situation and would result in the continued slow degradation of the reliability of both commuter rail and intercity passenger rail service.

Finally, I would acknowledge that my preferred Grow alternative and other alternative investment recommendations in the DEIS include significant new alignment proposals that will require extensive additional discussions and analysis with state and local shareowners. Generous deference should be given to the states and local stakeholders as investment priorities and alignment decisions are established while also acknowledging the wider benefits that flow to the entire Boston to Washington network from these investment decisions.

Should the FRA chose the more ambitious Transform alternative for the Corridor I would also like to voice my support for the proposed alignment through Long Island between New York City and New Haven. This alignment would be truly transformational by creating a way to exit the Island without having to travel through New York City. It would open the Corridor to a large rail market on Long Island and provide an extraordinary opportunity to reduce traffic and congestion in Nassau County, New York City, the northern suburbs of New York City and southwestern Connecticut.

I greatly appreciate the work that the Federal Railroad Administration has undertaken to prepare the Corridor for its increasingly important mobility and access role for individuals from Virginia to Maine.

Sincerely,

A handwritten signature in cursive script that reads "Steve Strauss".

Steve Strauss

Is there anybody else who like to speak
at this time? Steve?

STEVE STRAUSS: Hi, my name is Steve
Strauss. I work for the District of Columbia
Department of Transportation, and I'm also the
District's alternate appointee on the Northeast
Corridor Infrastructure and Operations Advisory
Commission. And on behalf of the District, I
would just like to welcome everybody to
tonight's meeting. And we would encourage
people to comment, give us your thoughts about
what you think about the future of the corridor.
They'll be -- and those will all be considered
as -- as the FRA makes their recommendation or a
record of decision on what the future will be
for the Northeast corridor over the next 30 or
40 years. So thank you all for coming out
tonight.

RUBY SIEGEL: Thank you, Steve.

Is there anybody else who would like to
speak?

NEC DEIS Comments - RECORD #1747 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

steve

Last Name :

strauss

Stakeholder Comments/Issues :

Ms. Reyes-Alicea:

Attached please find my comments on the FRA's DEIS for the Northeast Corridor endorsing the Grow Alternative.

Sincerely,

Steve Strauss

Steve Strauss

Washington, DC 20008

February 15, 2016

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

Dear Ms. Reyes-Alicea:

The Federal Railroad Administration's draft Tier I environmental review of proposed Northeast Corridor improvements provides the Northeast region with the opportunity to establish the parameters for improvements and accompanying service plans for the next twenty-five years. I write to endorse the concepts of the Grow Alternative, as both aspirational and achievable.

The Grow alternative would require a federal, state, local and passenger commitment of nearly \$5.5 billion per year for twenty-five years to bring the Corridor to a state of good repair, eliminate numerous bottlenecks that regularly disrupt service and cause passenger delays, modify alignments and add significant track capacity, establish significantly more rail service and reduce travel times between city pairs.

The Grow alternative allows for intercity passenger rail speeds of up to 160 mph along most of the right of way and shifts 93 million annual trips from crowded roads and air corridors to trains. It expands the market for doing business along the Corridor and widens housing and employment opportunities for the millions of individuals who live within 25 miles of the NEC.

With a renewed interest in working and living in America's cities bringing more jobs, employees and residents to cities the Northeast needs the added opportunities and mobility that the Grow alternative provides; particularly the faster, more reliable and more frequent intercity rail service and the expanded network capacity to accommodate additional commuter rail service.

Rebecca Reyes-Alicea
February 15, 2016
Page 2

It is also important to note that the "No Action" alternative is not an acceptable outcome of this process. Current expenditures by the federal government, the states and Amtrak are insufficient to reduce the existing state of good repair backlog on the Corridor. The No Action alternative would not significantly change this situation and would result in the continued slow degradation of the reliability of both commuter rail and intercity passenger rail service.

Finally, I would acknowledged that my preferred Grow alternative and other alternative investment recommendations in the DEIS include significant new alignment proposals that will require extensive additional discussions and analysis with state and local shareowners. Generous deference should be given to the states and local stakeholders as investment priorities and alignment decisions are established while also acknowledging the wider benefits that flow to the entire Boston to Washington network from these investment decisions.

Should the FRA chose the more ambitious Transform alternative for the Corridor I would also like to voice my support for the proposed alignment through Long Island between New York City and New Haven. This alignment would be truly transformational by creating a way to exit the Island without having to travel through New York City. It would open the Corridor to a large rail market on Long Island and provide an extraordinary opportunity to reduce traffic and congestion in Nassau County, New York City, the northern suburbs of New York City and southwestern Connecticut.

I greatly appreciate the work that the Federal Railroad Administration has undertaken to prepare the Corridor for its increasingly important mobility and access role for individuals from Virginia to Maine.

Sincerely,

Steve Strauss

NEC DEIS Comments - RECORD #2064 DETAIL

Status :

Acquis Completed

Record Date :

2/15/2016

First Name :

Ann

Last Name :

Straut

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. There are a number of other options that do not involve the campus or downtown. Making the best environmental and ecological choice should not always be about money,

NEC DEIS Comments - RECORD #1892 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Kristin

Last Name :

Strehlow

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 #2719 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Allison

Last Name :

Stroli

Stakeholder Comments/Issues :

I vehemently oppose this plan. It will destroy the natural resources and cultural fabric of Connecticut.

NEC DEIS Comments - RECORD #250 DETAIL

Status :

Revision Complete

Record Date :

1/24/2016

First Name :

Gregory

Last Name :

Stroud

Stakeholder Comments/Issues :

The plan to build an additional rail route across the Connecticut River and through downtown Old Lyme, would destroy the scenic and environmentally sensitive marshes that were the subject of American Impressionism, it would physically destroy the current and important Old Lyme Art Academy which builds on that earlier movement, and which is the heart of new American realist painting, it would destroy the town of Old Lyme which maintains the historic legacy of this movement and remains an important tourist hub and gateway for New London County. What sense is there in the current and successful work by the Nature Conservancy, and others, to protect the Connecticut River watershed, if the actual outlet, rich with wildlife, including eagles and osprey, is destroyed? The plan is not just destructive, it's absurd.

NEC DEIS Comments - RECORD #1850 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

David

Last Name :

STRUWAS

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 #861 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

Nancy

Last Name :

Stula

Stakeholder Comments/Issues :

I absolutely oppose the train being rerouted to go through the historic district of Old Lyme, CT. This is an ill-conceived plan on the basis of several issues

NEC DEIS Comments - RECORD #925 DETAIL

Status : ██████████
Record Date : 2/11/2016
First Name : Marcia A.
Last Name : Stutzman
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 Maryland TAXPAYER, a HOMEOWNER who will live next to the proposed bullet train tracks, SOMEONE who uses the NORTH TRACT of the PATUXENT RESEARCH REFUGE on a regular basis, a BIRDER who counts birds on the PATUXENT RESEARCH REFUGE, and a LOVER of MARYLAND'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.

The proposed rail project has already been studied and derailed in Maryland. Connecting Baltimore to Washington, DC, only benefits the developers and a few Maryland taxpayers. The PATUXENT RESEARCH REFUGE, on the other hand, is available for all Maryland taxpayers to use and enjoy.

Sincerely,

Marcia A. Stutzman

122 London Road

Laurel, MD 20724

NEC DEIS Comments - RECORD #2725 DETAIL**Status :**

[REDACTED]

Record Date :

2/16/2016

First Name :

Celine

Last Name :

Sullivan

Stakeholder Comments/Issues :

I find the NEC Future EIS report very troubling in so many respects that I can't construct an argument in favor of proposals and plans that entail ANY further build or expansion beyond the existing railroad infrastructure. The rationale presented for major expansion is based on uninformed and/or highly flawed assumptions about future transportation needs. Further, the disregard for the historic character, the local/regional economy and the natural environments of places that would be invaded for new track and connections is downright contemptuous of the residents of those areas. I am concerned particularly about the proposals that would have line extensions cut through my town of Old Lyme, CT and I know no one who was ever consulted about these proposals at any stage of their formulation.

I trust that communications regarding further exploration of the proposals set forth in the NEC Future EIS report will be more open, more timely, and better communicated than has been the case to date, and that any future efforts to improve the Northeast Corridor will reflect the will and needs of the people who live along it.

NEC DEIS Comments - RECORD #614 DETAIL

Status :

[REDACTED]

Record Date :

2/8/2016

First Name :

Jeanine

Last Name :

Sullivan

Stakeholder Comments/Issues :

I am writing this evening to express my emphatic opposition to the Tier 1 Draft Environmental Impact Statement. After thorough research I moved to Old Lyme with my family in 2012. This town is a very rare and special hamlet nestled along the Connecticut River. The schools, art institutions, history, open space and aggressively sound environmental planning make Old Lyme an exceptional community. To deliberately destroy the town's historic and commercial districts is not rationally feasible. How the FRA can consider allowing Amtrak to destroy this town is immoral if not outright criminal. Amtrak bleeds money and has been greatly subsidized, (\$45 billion?), by the federal government and is STILL losing money. How can the FRA justify allowing a serially dissolute company dictate the destruction of fiscally responsible historic gem of a town??? Yes we need to upgrade the transportation infrastructure. Tier 1 Draft EIS is not a fiscally sound plan, and should not merit any serious consideration.

Respectfully,

Jeanine Sullivan

NEC DEIS Comments - RECORD #2974 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Mary

Last Name : Sullivan

Stakeholder Comments/Issues :

Much more detail about the impact on marine life, beaches, and fishing on Long Island Sound is required for this report to qualify as information useful for public consumption and analysis.

NEC DEIS Comments - RECORD #1904 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Roger
Last Name : Sullivan
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 #1100 DETAIL

Status : [REDACTED]
Record Date : 2/12/2016
First Name : Sally D
Last Name : Sullivan

Stakeholder Comments/Issues :

Please reexamine you plan to take more space in the Northeast for railroad expansion. Please visit the areas in Connecticut where you are proposing an expansion and meet with elected officials and townspeople to hear their concerns firsthand. Any infringement impacting historical or environmental issues should be thoroughly examined. Thank you for an opportunity to voice my concerns.

NEC DEIS Comments - RECORD #155 DETAIL

Status :

Record Date :

1/12/2016

First Name :

Virginia

Last Name :

Sullivan

Stakeholder Comments/Issues :

To Whom It May Concern,

On behalf of our 48,000 members, many of whom live or visit the North East and use Amtrak services, please accept the following comments regarding the North East Corridor FUTURE planning process:

Environmental impact of bicycle commuting and travel interaction with rail passenger service in the NEC.

Transportation systems form an integrated network in which each element influences the other elements and the performance and environmental impact of the entire system. Passenger rail service interacts with other transportation modes so the environmental impact of the NEC has to consider how it influences those modes. A passenger rail network that accommodates bicycles will reduce the environmental impact of the transportation system. A number of elements constitute bicycle accommodation on passenger rail networks.

How bicycle service on NEC passenger rail lines impacts the overall transportation network

"Last mile" connectivity on both ends of commuting trips allow bicyclists to reach a passenger rail station from home or work, eliminating use of other modes (typically automobiles). This reduces automobile traffic and parking requirements. Parking can have significant negative impacts on land use and storm water runoff. Bicycles require roughly 1/15 as much parking space as private automobiles. Bicycles can also be used from home or work to reach car pool lots, subway, light rail, bus, etc. services which then connect to passenger rail stations with concomitant reductions in traffic and parking.

Amtrak is a feeder system in both directions for bicycle travelers (not daily commuters). Bicycle travelers arriving from other regions by any travel mode can use passenger rail with bicycle accommodation to reach

destinations within the NEC. Bicycle travelers who start their trip by any travel mode within the NEC can use passenger rail with bicycle accommodation to reach destinations outside the NEC. These tourism activities reduce environmental impact both within and outside the NEC by shifting to lower pollution and energy intense transportation modes.

* Steps needed to improve bicycle service on NEC passenger rail lines*

Secure bike storage at departure and arrival points allows bicycle commuters and long distance travelers to incorporate passenger rail in their journeys. Commuters can store their bicycle after a "first mile" trip to a departure passenger rail station, store their bicycle at a destination passenger rail station to accomplish their "last mile" trip, or do both. This means passengers need the ability for long term storage. Long distance travelers can use secure storage to leave their bicycle behind and then use passenger rail to reach destinations where bicycle friendly facilities might not exist or where the traveler perceives the distances to be too great to fit their travel plans.

Bike share at departure and arrival points would serve the same purpose for bicycle commuters as secure storage - "first mile" and "last mile" commutes could be shifted to bicycles. Bike share would eliminate the need for commuters to purchase a bicycle and/or allow them to use a bicycle to initiate or complete a commute in an area where they don't normally work. Bike share facilities would allow travelers within the NEC to accomplish the same thing when visiting destinations distant from passenger rail stations.

RO/RO (roll-on/roll-off) service will require platform access for bicyclists. This means that platform heights need to accommodate ease of putting the unboxed bicycle on and off the train as well as ease of passage through the station to platform. This could be accomplished with the construction of loading ramps, loading steps, raised platforms, or another design. In addition, clear access to bicycle-capable elevators when necessary, "bicycle troughs" on stairwells, ramps, and signs make it possible for a bicyclist to easily get through the station to the platform.

RO/RO (roll-on/roll-off) service will require baggage cars or coach cars fitted with bike racks either allowing cyclists to load their own bikes or for staff to load bikes. Limiting RO/RO service to stations with baggage service would be a significant reduction in service compared to allowing self-loading at all stations by cyclists. Separate bicycle loading ramps may be required for stations with short platforms. Alternatively, "double-spot" procedures will be required to allow bicycle loading without

delaying train departures.

Adequate bicycle carriage capacity is required to exceed a "minimum capacity threshold." On four car trains with a single bike rack per car, bicyclists will be discouraged from traveling in even small groups. If such low-capacity trains are regularly sold out they will develop a reputation that will discourage cyclists from considering the line for their travel. Accommodation at stations will not be sufficient if there is poor access for bicycles. Bike paths, bike lanes, or other facilities are needed to insure that cyclists can reach stations for "last mile" and "first mile" use.

Special capacity should be added to the NEC to allow excursion service capacity for group bicycle travel. There are times of the year, events, and holidays that will be targets for larger numbers of cyclists to use passenger rail service. The addition of baggage cars with high bicycle capacity on a charter or event basis will meet this demand and demonstrate to those cyclists that passenger rail is a viable travel alternative in the NEC. This will stimulate mode share shift.

Other factors related to non-motorized transportation and the NEC rail service

Bridges are often barriers to full development of bicycle route networks when the bridges don't accommodate bicycles. When rail bridges in the NEC require replacement or refurbishment they should accommodate bicycle and pedestrian access.

Based on national accident and injury statistics there is a need to improve grade crossing safety and accommodation for bicycles and pedestrians.

"Rail with trail" development makes optimum use of right-of-way within the NEC and will greatly contribute to improved bicycle route networks.

Virginia Sullivan
Director of Travel Initiatives
t. 800 755 2453 or 406 532 2769
f. 406 721 8754
150 E Pine St, Missoula, MT 59802

Adventure Cycling Association <<http://www.adventurecycling.org>>

Inspiring and empowering people to travel by bicycle

Get the latest information on the U.S. Bicycle Route System

<<http://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/>>

*After 40 years, the ride continues. Celebrate Adventure Cycling's

40th anniversary. Take a bike trip during National Bike Travel Weekend

<<http://www.adventurecycling.org/about-us/40th-anniversary/national-bike-travel-weekend-june-3-5-2016/>>

June 3-5; Join us for a Big Party in the Big Sky

<<http://www.adventurecycling.org/about-us/40th-anniversary/montana-bicycle-celebration/>>

on July 15-17. Or Bike to Your Park

<<http://www.adventurecycling.org/about-us/40th-anniversary/bike-to-your-national-park-day-september-24-2016/>>

on September 24. Forty years is just the beginning.*

NEC DEIS Comments - RECORD #1487 DETAIL**Status :****Record Date :** 2/14/2016**First Name :** Lori**Last Name :** Sulmasy**Stakeholder Comments/Issues :**

I am most strongly in opposition to Alternative 1 as it prescribes a devastating change in the rail line through the Town of Old Lyme's educational and historical areas for virtually no gain in overall route time or service. While I am strongly for the improvement and expansion of the rail service, this change does nothing to enhance access throughout Connecticut and New England. A new route through UConn Storrs and direct linkage from state capitals Hartford to Providence along with expanding coverage to White Plains, Danbury, Waterbury, and Worcester is critical to the vibrancy of the region's future with population expansion. I strongly support Alternative 3 as the way to truly transform our transportation capabilities for a viable future along the NEC, since it "Transforms the role of rail. Along with improvements to the existing NEC, a second spine from Washington, D.C., to Boston supports faster trips and serves markets not currently well connected by passenger rail. Rail becomes the dominant mode of travel in the Northeast, with the capacity to support the regional economy well into the future."

NEC DEIS Comments - RECORD #2349 DETAIL

Status :

Not Complete

Record Date :

2/15/2016

First Name :

Danielle

Last Name :

Sumoski

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 #2749 DETAIL

Status :

Record Date : 2/16/2016

First Name : Hung-Ying

Last Name : Sun

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 #725 DETAIL

Status :

Revision Completed

Record Date :

2/10/2016

First Name :

Bruce

Last Name :

Sundack

Stakeholder Comments/Issues :

I believe the NEC has a pivotal role to play as the primary transportation provider for the region. Population is on the increase, air transportation is inconvenient for trips under 300 miles, and highway expansion is out of the question.

Amtrak's plan for routing high speed service on improved rights of way is a good one. Extending corridor service to the proposed Boston-Portland/Auburn high speed corridor would allow the northeast to provide access to more affordable living while stimulating rational transportation based development.

The Downeaster service is a proven success. By linking North Station with South station, the added convenience for travel south of Boston will be enhanced. This will also give Boston a more flexible commuter rail system, by linking it's two separate operations. Double track, electrify, and rebuild Acela equipment for the service, and have a running time of approximately one hour, forty five minutes, Portland/Auburn to Boston.

In this age of global warming, I believe Maine will become much more attractive for people from other parts of the country experiencing severe flooding, tornados, drought and other climate extremes that are becoming the norm, rather than the exception.

Build it, and the will come.

NEC DEIS Comments - RECORD #2796 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Alan

Last Name :

Sutherland

Stakeholder Comments/Issues :

The lack of thought applied to the proposed Old Saybrook - Kenyon section of Alternative 1 is astonishing, regardless of how preliminary the proposal is.

A route that drives through the heart of the historic district of Old Lyme and residential areas of East Lyme with no prior consultation with local leaders suggests at best a callous urban-focused thought process that has no consideration for the effects on more rural areas.

That impression is only enhanced by the fact that the route also ignores the topology of the area, running parallel to a famously hilly portion of I-95, totally incompatible with rail track. We are presented with an image of a random bureaucrat armed with a map, a marker pen and no interest in the consequences of their decision. Alternative 1 should be abandoned.

Okay. The next speaker, Russell Sutherland.

MR. SUTHERLAND: I'm Russell Sutherland. I reside a few blocks away. I'm president of the Birchwood Residential Co-op, on the board of directors.

Our property, we have 45 garages that butt right up to the Long Island Railroad, MTA property.

In addition, I understand through my questions before the hearing that two additional tracks would be required upon the existing Long Island Railroad tracks. The MTA is contemplating putting in a third track. Now we're talking about five tracks that would perhaps even go beyond our 45 garages.

But to go beyond Birchwood Co-operative property, to run Amtrak through the main line of Long Island right through the middle of Long Island, would disrupt one of the densest residential suburban commercial properties in the country. I just can't conceive that aspect of the Alternative No. 3. Not to expect -- not to mention the expense of running a main line through the middle of the Long Island. It's just phenomenal.

Also, the planned tunnel under Long Island Sound, the expense of that. Even though I like the entire concept of NEC project, Amtrak, definitely, yes. Changes have been not happening in quite a considerable -- a long -- a long period of time. It's required. But, again, I just do not envision the expense, disruption of the middle of Long Island on this project.

Thank you.

THE MODERATOR: Thank you, Russell.

All right. Thank you, Russell.

NEC DEIS Comments - RECORD #1882 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Athina

Last Name :

Sutson

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."

The next speaker is Robert Sutton.
Make sure you speak nice and slow and
clear, please.

MR. SUTTON: Thank you very much.
I may want to give some additional
comments after I've had a chance to review the boards
and so forth and I have not had a chance to review the
large documents yet.

But based on my understanding of the
alternatives so far, I think that it's important to
both develop a lofty vision for the future. I think
that this country badly needs to have significant
visions for good high-speed rail transportation.

And we really have lost our way as — in
setting trends in the world and have given many other
locations and many other countries the advances in
high-speed transportation of trains.

And we need to be able to take advantage
of that resource ourselves. And I think that part of
doing that is political and asserting a powerful
vision of what could be done in the United States. So
I think that is an important element.

However, we also need to see that there
is the recognition of the interim steps that can be
done practically in the intervening periods of time
because we need improvements not in 15 years or 25
years or 30 years, but we need improvements now.

And I think that I'd like to also
underline some of the statements that have been made
earlier that we should take a look at the choke points
and see what can be done at possibly lower cost to
improve services and increase speeds at places where
there are significant problems and try to take
advantage of the practical opportunities to make
improvements in the short run, as well as promoting
the long-term vision.

I think that when you look at highway
transportation in the Northeast there are many
alternate routes. If there's a — if there's
significant infrastructure disruption, there are many
alternative routes.

We need to provide the same thing with
rail. And so I do think that it's a good idea to have
a vision that provides for a parallel rail system, not
only for the enhancement of speed and to provide more
efficient, straighter lines through the
high-population areas, but also as an alternative in
case there are infrastructure disruptions, which will
inevitably happen.

And we need to be prepared to be able to
handle that by having parallel routes.

And with that, I might have some
additional comments at a later point.

THE MODERATOR: Excellent. Thank you.
Thank you very much.

We have lots of opportunities for you to
provide more comments, so we encourage that.

Thank you, Robert.

NEC DEIS Comments - RECORD #2052 DETAIL

Status : Action Complete

Record Date : 2/15/2016

First Name : Philip

Last Name : Svigals

Stakeholder Comments/Issues :

I strongly oppose alternative one as it will destroy the campus of the Lyme Academy of Arts, a community institution and an essential educational asset to the State.

NEC DEIS Comments - RECORD #749 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : John

Last Name : Swangler

Stakeholder Comments/Issues :

As long as Mr. Boardman is around NO

NEC DEIS Comments - RECORD #1241 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

John

Last Name :

Swarts

Stakeholder Comments/Issues :

I am vehemently opposed to any rail project which will have any impact on our shoreline communities.

NEC DEIS Comments - RECORD #1229 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Maureen

Last Name :

Swarts

Stakeholder Comments/Issues :

I vote to improve the existing rails...not to add a new rail. We are already dealing with decreasing shoreline and development. There is not enough land to add a new line.

At this point I'm going to call up Joe Sweeney to the microphone. Joe. It's all yours.

MR. SWEENEY: Thank you. I'm Joe Sweeney. I live in Manchester, Connecticut. I'm recently retired from practicing law, and I've handled cases in just about every courthouse in the state, so I think I know a little bit about our state.

I want to start by thanking the Federal Railroad Administration for scheduling this event and to make a few comments.

First of all, I understand that Amtrak is a subsidiary under the overall control and supervision of the Federal Railroad Administration. I think there have been quite a few observers who have pointed out that Amtrak has not done a very good job in maintaining our rail system. In fairness to Amtrak, we have to recognize that they inherited a system being run by some nearly bankrupt private railroad companies, so they did us a favor by stepping in. Also, the way they've been organized until now is they have one budget that controls their overseeing or maintaining the railroad system throughout the 48 continental states.

I think there's no dispute about the fact that the Northeast Corridor is by far the most active and financially productive section of Amtrak. One thing that Congress just did recently, which I think is good news to us in the Northeast, is in the federal budget that was adopted these past few months, Congress has for the first time broken up the budget of Amtrak so that they have a separate budget dealing with the Northeast Corridor. As you know, it's eight states plus Washington, D.C. that are in the Northeast Corridor.

This has been what I understand to be the most income-productive section of Amtrak, far and away above the others, and hopefully this new budget arrangement will allow some of the income produced by Amtrak in the Northeast Corridor, which I understand is the busiest part of the National Rail System, to be used to improve the Northeast Corridor.

So, in essence, I think by getting a separate budget arrangement within Amtrak for the Northeast Corridor we may be better off than we have been until now. So that is a positive note.

Second, we have to realize that Congress sets the dollar amounts of the budgets allowed to each agency, and I do hope that an enlightened Congress going forward will provide more budget support to achieve the many improvements that are needed to keep our system afloat. I think with that as background, I'd like to comment on the proposals on the table.

First of all, it's a no-brainer to say that we know

alternative -- Choice No. 1 is a loser from the beginning. It's like, let it stay the way it is, let it rot away. We cannot possibly condone that.

Now, the other three alternatives basically involve Alternative 1, which would keep it on track except for a segment between Saybrook, Connecticut, and Kenyon, Rhode Island. There is a glitch on that that I'm going to bring up. Other than that, though, it does focus on improving the present rail system, which we certainly need.

The next alternative is Alternative 2, which would basically reroute the Northeast Corridor from New Haven to Hartford to Providence and then up. Now, I'm not sure if this has been researched yet, but I want to bring everyone's attention to the phenomenon of Interstate Route 384.

As I'm sure most of you know, 384 was originally programmed to be a new expressway between Hartford and Providence, Rhode Island. It starts out in a beautiful manner in East Hartford, it starts out four lanes each way to the middle of Manchester. Then it cuts back to three lanes each way to the first exit in Bolton and a mile later it comes to an end.

I inquired of people, how did that happen? Well, the issue is vigorous opposition from the authorities in the state of Rhode Island. If you study the map, the way Interstate 384 was programmed to be developed, it would take it through an area that somewhat tracks U.S. Route 6, better known as the Grand Army of the Republic Highway in Rhode Island. And it happens to run through an area very heavily occupied by massive water reservoirs that service the entire state of Rhode Island.

Rhode Island is the tiniest state in the country. It's only one-third the size of Connecticut. And they have, as I understand it, most of their water reservoirs in this area of Scituate, Rhode Island, and thereabouts. And I understand that because of their massive commitment to water reservoirs in that area, Rhode Island authorities vigorously opposed the extension of Route 384 from Hartford to Providence, and it's a dead-end, a dead-end in Bolton.

So before anything is done further on Alternative No. 2, which would create a new rail system from Hartford through Storrs to Providence, it's best that we reexamine that issue and determine we're not going to run into the same roadblock that Route 384 received from the authorities in Rhode Island.

The next issue I want to bring up is that Alternative 2 proposes to stick pretty closely to the present existing line from New York City to Boston but with a little deviation. After they leave Old Saybrook they would shortcut,

I think shortcut, more directly over to Kenyon, Rhode Island, which is a little bit beyond Westerly. So they would bypass New London completely and Westerly, Rhode Island, completely. And that's the plan there.

Now, I'm not sure how many people are aware of this -- of course I grew up in New London and I know a little bit about it -- New London has always been a major transportation hub for ferry terminals. And until Governor Rowland took the helm in the 1990s, the ferry terminals were around and about. But under Governor Rowland's leadership -- and, by the way, I understand he had a family homestead on Block Island, Rhode Island. All three ferry terminals connect New London with Block Island, Rhode Island, Fishers Island, New York, and Orient Point, Long Island.

They were different places, but in this move Governor Rowland put through, those three ferry terminals are now located in the same complex with the Amtrak railroad station in New London, so you can get off the train and get into any one of those ferries quite easily. So the New London station is a major connecting point for three separate offshore island ferries, and I think that's got to be considered before eliminating New London.

The other issue, we've heard it already tonight, the people in Old Lyme are quite upset at how a rerouting of 95 through Old Lyme could be very upsetting to their community.

So those are issues that I think ought to be considered, and hopefully when it's all over, we might still get all the benefits in, let's say, Alternative No. 1, the upgrade of the highway, the strengthening of the bridges, the bridges and other things that need replacement on that line.

So I'd like to thank --

HEARING OFFICER SIEGEL: Joe, are you wrapping up?

MR. SWEENEY: Yes, I am.

HEARING OFFICER SIEGEL: Great. Super.

MR. SWEENEY: So that we might still get the many benefits of Alternative No. 1 without losing that ferry terminal connection along with the Amtrak railroad station in New London, which I think are very important.

Beyond that, I think each of the alternatives offers many pluses that are going to improve and upgrade the infrastructure. I think there's no doubt about the fact that there is a drastic need to upgrade the infrastructure, replace old bridges and other segments of the roadways that need to be improved. Thank you very much.

HEARING OFFICER SIEGEL: Thanks, Joe. Thank you very much.

NEC DEIS Comments - RECORD #624 DETAIL

Status :

Record Date : 2/9/2016

First Name : Kathleen

Last Name : Sweeney

Stakeholder Comments/Issues :

Proposal 3 for high speed train service through Floral Park Stewart Manor and Garden City over to Eisenhower Park does not make sense. The truest failure of train service on Long Island is that there are no north south arteries. We have plenty of service and plenty of different kinds of roads highway and local that go east and west but if you want to go from the South shore to the middle of the island or north shore there is no railroad link. Same especially out east you have to ferry across to shelter island to greenport. Linking a tunnel to New Haven is a good idea though.

NEC DEIS Comments - RECORD #1455 DETAIL

Status :

Project Complete

Record Date :

2/14/2016

First Name :

Deb

Last Name :

Sweet

Stakeholder Comments/Issues :

Do not de face Old Lyne with a track right through this beautiful, quaint, historic CT town.

NEC DEIS Comments - RECORD #2921 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Beth
Last Name : Sweryda

Stakeholder Comments/Issues :

Why are you bypassing Palmer , MA or western Mass completely? We count! It would be very beneficial to have a stop over at the Palmer Ma station. Thank you for your consideration. Please again don't leave Western MA out off the loop.

NEC DEIS Comments - RECORD #608 DETAIL

Status :

[REDACTED]

Record Date :

2/8/2016

First Name :

Rysheema

Last Name :

Dixon

Stakeholder Comments/Issues :

Good Afternoon,

My name is Rysheema Dixon, Chair of the South Wilmington Planning Network in Wilmington, DE. I am submitting our letter for the NEC Future Rail Comments Period. Please see our letter attached. We will also be sending in a hard copy in the mail as well.

Thank you for your time and attention,

Rysheema

Attachments :

SWPN NEC Rail Letter February 2016.pdf (464 kb)



February 8, 2016

Rysheema Dixon, Chair
Strategy Consultant
Henrietta Johnson Medical Center

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

William Swiatek, Vice Chair
Senior Planner
Wilmington Area Planning Council

Dr. Hanifa G. N. Shabazz,
Councilperson
City of Wilmington

RE: NEC Future Tier I EIS Public Comment

Marie Reed,
President
Southbridge Civic Association

The South Wilmington Planning Network (SWPN) is a collaborative partnership of Southbridge residents and dozens of government, nonprofit and private agencies. The mission of the Network is to serve as a vehicle for information-sharing and the leveraging of resources on collaborative projects to improve the community's quality of life.

Travis Smith, Sr.,
President
Southbridge Business Association

The SWPN group would like to express concern with the two proposed alternative rail alignments through Wilmington, Delaware between the Christina River crossings. We feel both proposed alignments would create an unfair burden on Southbridge by detracting from the social, health, economic, and environmental well-being of the community. This burden would be more acutely felt given that residents of this environmental justice community (along with many residents of Delaware, generally) would not directly benefit from the high-speed rail right-of-way given the likely high costs of using the service, and because no stop is planned in Delaware.

Alison Windle,
Executive Director
Neighborhood House

Charles A. Madden,
Executive Director
Wilmington HOPE Commission

Local public bus service in the Wilmington metropolitan region, as in most other metropolitan regions in the United States, does not adequately meet the needs of local residents. The SWPN recommends transit investment first support better local bus services before investing in high-speed rail service. From a broad social justice perspective, high speed rail only directly benefits those with high incomes while local bus service improvements benefit a much broader spectrum of our society--especially those in need.

Deborah Wiggin Neff,
Population Health Specialist
Nemours Health & Prevention Services

Jim Black,
Consultant
Delaware Partnership for Sustainability

If and when high-speed rail is pursued, we understand fully the need for additional and improved rail right-of-way to realize efficient speeds. We propose using the existing NEC rail corridor for high-speed service and adding a stop at the Wilmington station for some trips. Additionally, we propose an alternative bypass route through South Wilmington which closely follows the I-495 Expressway right-of-way. This alternative route would work to maximize speeds and minimize community impacts, including not disrupting plans for the much-needed restoration of a wetland to help control local flooding.

Patricia Kelleher,
Executive Director
Delaware Housing Coalition

Victor Perez,
Assistant Professor
University of Delaware

Finally, the SWPN group encourages NEC Future planners to more meaningfully coordinate with local planners and communities in proposing routes both in Wilmington and elsewhere along the Northeast corridor.

Thank you for the opportunity to comment on this proposal. If you have any questions or concerns, please do not hesitate to reach out to me via telephone (302) 419-4938 or via email: rdixon@hjmc.org

Sincerely,


Rysheema Dixon
South Wilmington Planning Network, Chair
Henrietta Johnson Medical Center Consultant

NEC DEIS Comments - RECORD #154 DETAIL

Status :

Pending

Record Date :

1/12/2016

First Name :

Michael

Last Name :

Syracuse

Stakeholder Comments/Issues :

"Roll on" bicycle service should be provided on as many routes as possible. The current policy that requires bicycles to be boxed is not practical.

NEC DEIS Comments - RECORD #2294 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Jim

Last Name :

Szarkowicz

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 #3013 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Donna

Last Name : Szymczyk

Stakeholder Comments/Issues :

I have lived in Old Lyme, Connecticut, for more than 30 years. I grew up here, left for a decade, then returned to raise my children. I also work in this town. I strongly oppose the Alternative 1 proposal being considered by NECFuture to update the railway corridor between Washington DC and Boston.

It wouldn't take more than a five minute drive up and down Lyme Street, in Old Lyme, Connecticut, for a complete stranger to realize that it is the heart of our town. Within that five minute drive, you will see our art college, our firehouse, an elementary school, our only middle school, our only high school, a daycare facility, a youth services bureau, our town hall, our library, our village shops and two churches – and that doesn't even take into account the historic homes found within that range and the environmental impact. That five minute drive is also where we have our annual Memorial Day Parade and where the trick or treaters gather every Halloween. Children walk and ride their bikes up and down the street to get to the schools and playgrounds, the library, the ice cream shop, and the chocolate shop. Townspeople also walk for recreation, and often walk their dogs along the street. It is about a one mile walk along Lyme Street from the firehouse to our main cemetery, and almost all of the above-mentioned properties are within that mile. I am not trying to make our town sound like a Norman Rockwell painting, but I do want the visiting stranger to also realize how important this town center is to the everyday lives of Old Lyme residents.

I leave it to people more experienced than me to advise you of the additional historic and environmental impact of the proposed rail corridor through Old Lyme. But if you take that five minute drive and take the time to understand how a small town works, you will be as certain as I am that a new mile-wide rail corridor cutting through our collective heart would cause serious and irreparable harm to Old Lyme.

I am therefore writing to express my strong opposition to the Alternative 1 proposal that would lay down railroad tracks through our shoreline towns, and, most specifically, through Old Lyme, Connecticut.

Respectfully,

Donna Szymczyk

NEC DEIS Comments - RECORD #2659 DETAIL

Status :

Not Completed

Record Date :

2/16/2016

First Name :

Eric

Last Name :

Szymczyk

Stakeholder Comments/Issues :

NEC Future Alternative 1 is insane and I vehemently oppose this project. NEC Future Alternative 1 will destroy historical landmarks as well as have an horrendous impact on the estuaries of the area.

NEC DEIS Comments - RECORD #2363 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

William

Last Name :

Tafoya

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 #1712 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Jack

Last Name :

Taggart

Stakeholder Comments/Issues :

Two new North River tunnels are essential to the vitality of the NEC, and thus the Greater New York Region. This, supplemented by a new span over the Hackensack River, with a four track corridor to Newark will speed travel time, ease congestion, facilitate maintenance and raise the bar to 21st Century standards.

NEC DEIS Comments - RECORD #1987 DETAIL

Status :

ending

Record Date :

2/15/2016

First Name :

Linda

Last Name :

Talerico

Stakeholder Comments/Issues :

As much as I would like to see trains as an alternative to cars on RT95 having it ruin the Lyme Academy of Fine Arts school property as well as the surrounding natural habitat is not worth it. Fine an alternative but save the "gem" of a school and our surrounding living water ways.

NEC DEIS Comments - RECORD #2645 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Chris

Last Name :

Tambis

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 #1135 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Erica

Last Name :

Tannen

Stakeholder Comments/Issues :

I am vehemently opposed to the proposal to install high speed rail through the historic village of Old Lyme.

NEC DEIS Comments - RECORD #2902 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Jonathan

Last Name : Tarr

Stakeholder Comments/Issues :

I favor Alternative 3. However, should the construction of new trackage and stations be pursued, local residents must be engaged earlier and more fully into the planning process.

NEC DEIS Comments - RECORD #1177 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Anne

Last Name :

Cote Taylor

Stakeholder Comments/Issues :

Alternative 1 plan for Old Lyme and its impact on surrounding communities will be catastrophic. People live here for the beauty of nature and the "relative" peace and quiet of an historical town. This is a terrible idea whose time has not come. History will not look kindly on you should you proceed with this proposal.

NEC DEIS Comments - RECORD #3078 DETAIL

Status : [REDACTED]

Record Date : 2/17/2016

First Name : Craig

Last Name : A Taylor

Stakeholder Comments/Issues :

To whom it may concern,

I am writing to express my opposition to the proposed re-routing of rail service through Old Lyme (Alternative 1). As an Old Lyme resident, my family and I frequently take advantage of the community offerings, including the historic downtown, the abutting land trust properties, and the shops and restaurants that originally attracted us to the area.

Based on renderings for Alternative 1, the proposed railroad route would cut immediately through one of our favorite land trust properties Champlain North, and the 16.5 foot oak tree, vernal pools, and wildlife that inhabit the preserve.

As a daily commuter on route 95, I find it hard to believe that widening the highway is too costly and politically challenging, but establishing a new rail route through similar habitat is not. The cost benefit analysis for a new rail system should be considered in conjunction with highway improvement through the same area. Transportation funding for this area of the state is limited and the order of magnitude cost for a slightly shorter rail trip does not sound like the best allocation of resources for the area residents.

While I support upgrades to rail service and planning for future growth, the proposed route has too many drawbacks to give my support. I hope you consider alternative, less drastic improvement projects for the north east corridor

Craig A. Taylor

[REDACTED]
General Dynamics Electric Boat

[REDACTED]
431 Chuck Vehicle Test Programs / Fastener Team Cells

[REDACTED]
(860) 433-7307

ctaylor1@[REDACTED].com

NEC DEIS Comments - RECORD #371 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : Cynthia

Last Name : Taylor

Stakeholder Comments/Issues :

Option 1 would completely devastate the town of Old Lyme, how many homes, not to mention the historical district, and the college would be destroyed? There must be a better way more closely following the current tracks.

NEC DEIS Comments - RECORD #2288 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Carole

Last Name :

Teller

Stakeholder Comments/Issues :

In planning for the expansion of a high-speed rail, it is imperative that the least amount of destruction to the existing communities and ecology be of tantamount importance. The Old Lyme Historical district cannot be moved or replaced---if destroyed, a priceless piece of Americana is lost and a treasure of a campus mutilated. I oppose the NEC Alternative 1..

Please consider another, less objectionable route.

NEC DEIS Comments - RECORD #2019 DETAIL

Status :

████████████████████

Record Date :

2/15/2016

First Name :

Lisa

Last Name :

Tellier

Stakeholder Comments/Issues :

I am writing to voice my opposition to alt. 1 regarding rail expansion that would cut through the historic district of Old Lyme. While I do enjoy traveling by rail, I find it hard to believe that anyone would seriously entertain destroying an area that is so important to the tourist industry of south eastern connecticut. There must be another way.

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



All the plans look wonderful,
but no mention of money -

Better to focus on what can
realistically be accomplished than
pie-in-the-sky schemes.

There is virtually no chance of
getting funding for 220 mph
trains.

Name: Andrew Torhune
Address: [REDACTED]
Philadelphia PA 19103
Email: asterhune@[REDACTED]



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



Place
Stamp
Here



Comment Card

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

Thank you for your interest and input!

NEC DEIS Comments - RECORD #183 DETAIL

Status : Pending

Record Date : 1/15/2016

First Name : Rich

Last Name : Terrana

Stakeholder Comments/Issues :

Not liking the plan to put Amtrak trains through Long Island. Terrible idea, bad plan, not needed.

NEC DEIS Comments - RECORD #2965 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Robert

Last Name :

Terry

Stakeholder Comments/Issues :

NOT THROUGH OLD LYME PLEASE

NEC DEIS Comments - RECORD #978 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Robert

Last Name :

Terry

Stakeholder Comments/Issues :

please don't do this, it will ruin the quiet lil town i've loved

NEC DEIS Comments - RECORD #2834 DETAIL

Status :

Action Completed

Record Date : 2/16/2016

First Name : Mark

Last Name : Terwilliger

Stakeholder Comments/Issues :

This comment relates to the proposals contained in the Northeast rail corridor (NEC) plan, called the "NEC Future Tier 1 Draft EIS."

I fear that the Alternatives "No Action," #2, and #3 are essentially "the hairy hand." That is: that they are options presented primarily for the purpose of being rejected, leaving only the intended Alternative #1 for serious consideration.

Alternative #1 is flawed in two major senses. First, it is the least likely of the three so-called "Action Plans" to achieve any significant improvement in high speed rail service between New York and Boston. Second, Alternative #1 will utterly demolish the town of Old Lyme, turning one of the oldest and most storied towns of this state into a hollow shell. As a resident of Old Lyme, I am dismayed at the prospect of my town's destruction. As a citizen of the republic, however, I am *even more dismayed* at the cynical abandonment of the goals of high speed rail in the Northeast Corridor that Alternative #1 clearly represents.

The NEC Future Tier 1 Draft EIS claims a gain of 30 minutes (sometimes 40 minutes) in the transit time between New York and Boston with Alternative #1. A closer look casts serious doubt on such claims. Truly significant and reliable improvements in service between Boston and New York can only be had by choosing Alternative #2 or (far better) Alternative #3. Alternative #1 claims an improvement of 30 minutes, but in fact the continued conflicts between the various owners and lessors of the rail lines in question will mean that such improvements are dependent on Acela (or any other high speed train sharing tracks with other services) keeping a perfect schedule. If the Acela should have fallen behind when it reaches any station on this stretch of track (a thing largely dependent on conditions further south, for north-bound trains), the local trains will have the right of way; and the Acela must then wait as long as it takes for the local to pass by -- and to go far enough ahead of the Acela to make sure the local is in no danger of being overtaken by it. Based on historical performance, the alleged 30 minutes' gain will be reduced to something more like 10 minutes on average. Ten minutes. A pitiful gain for some \$45 billion dollars over and above the cost of a fully-funded "No Action" alternative.

Worse, the acceptance of Alternative #1 will slam the door on all further efforts to improve rail transit in the Northeast Corridor for a generation or more. "Small reforms are the greatest enemies of large reforms" is a commonplace of politics. Alternative #1 is a classic example of a "poison reform:" one whose main impact is to forestall meaningful change.

As to the town of Old Lyme, I can only say that this place has been in the forefront of developments in Connecticut from the very beginnings of English settlement on Long Island Sound. I won't rehearse her entire history, but will only note that by the late 19th century, the town was considered to be so beautiful and so welcoming that it attracted some of the best painters in the United States to come here and practice their craft - - and that American art has not been the same since. Alternative #1 would destroy every vestige of the town

that attracted these painters (men and women) to what is now, was once, and (God willing) may yet be a remarkably beautiful place.

I do not shrink from sacrifice for the public good. I was taught that sacrifice is a part of the price of living in a republic; and I accept that price. But I must question, and (in this case in particular) I must *protest most strongly* against what I consider to be an ill-thought-out and ineffective course of action -- one whose only lasting impact will be the derailment of TRUE "high speed rail" and (as a sort of bitter "collateral damage" of the debate) the destruction of one of Connecticut's most beautiful and historic towns. Alternative #1 demands the death of Old Lyme: a sacrifice that might be worthy, if only the object were worthy of such a price. But, in fact, the sacrifice of our town's life would only serve to temporarily advance the careers of a few politicians while it undermines the happiness of future generations throughout the Northeast! That is an unworthy sacrifice. Alternative #1 is simply not right.

NEC DEIS Comments - RECORD #1381 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Emrys

Last Name : Tetu

Stakeholder Comments/Issues :

I oppose option 1 and any plan cutting through historic Old Lyme, CT. Thank you.

NEC DEIS Comments - RECORD #75 DETAIL

Status : [REDACTED]
Record Date : 12/16/2015
First Name : Lois
Last Name : Bruinooge

Stakeholder Comments/Issues :

The Last Green Valley, Inc. is the management entity for The Last Green Valley National Heritage Corridor in eastern CT and south central MA. Both Alternatives 2 and 3 would directly affect the Corridor yet we just found out about this project and the Draft EIS last week. We will likely be submitting more detailed comments but wanted to let you know that Section 107 of our enabling legislation, Public Law 103-449 as amended, requires "Any federal entity conducting or supporting activities directly affecting the Corridor shall consult with the Secretary [of the Interior] and the management entity with respect to such activities to minimize any adverse effect on the Corridor."

Please contact me to discuss. Thank you.

NEC DEIS Comments - RECORD #281 DETAIL

Status :

Action Complete

Record Date :

1/25/2016

First Name :

Edward

Last Name :

Thereault

Stakeholder Comments/Issues :

Running a high speed rail one through the environmentally sensitive estuaries and historic landscape of old Lyme is ludicrous. While public transit is a much needed piece of infrastructure, it serves no purpose to destroy a town and an ecosystem to do so. Visitors from around the world come to the lower CT River valley and the mouth of the Lieutenant River to eagle and osprey watch, visit the landscapes made famous by the American impressionists of the Old Lyme School, and visit the 18th and 19th century inns and museums the remain much as they were when Childe Hassam, Willard Metcalf and their fellow painters came to stay at Miss Florence's boarding house.

After you run a rail line through the lawn at the Whitehouse, the national mall, and across the tidal basin in Washington DC come talk to us here.

Our region is as much a national treasure as they are.

I urge you to find a less intrusive and culturally violent place to run the rail line.

Doesn't the Acela train line already suffer from the congestion of our coastal towns? Why build a train that needs a safe, open space to travel at high rates of speed through these very busy towns on the coast?

NEC DEIS Comments - RECORD #225 DETAIL

Status : Action Completed

Record Date : 1/21/2016

First Name : Deborah

Last Name : Thibodeau

Stakeholder Comments/Issues :

I agree with the East Coast Greenway Alliance's recommendations for the NEC plan to include improved and expanded bicycle parking and roll-on service for multi-modal users, plus complete corridors – shared-use trails along active rail lines, highways, utility corridors, or waterways including bridges designed for bicycle and pedestrian river crossings.

NEC DEIS Comments - RECORD #2489 DETAIL

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

Dear Federal Rail Administration,

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

Please be aware that the deadline for comments is Tuesday, Feb. 16, so please act now and share this information your with friends, colleagues and family.

Thank you for helping us protect and preserve Lyme Academy College of the University of New Haven.

Nellichery Thiyagarajan

NEC DEIS Comments - RECORD #317 DETAIL

Status :

Action Complete

Record Date :

1/27/2016

First Name :

John

Last Name :

Thomas

Stakeholder Comments/Issues :

In the sense of planning for the future, Alternative 3 is the best plan. It will alleviate all of the present problems and extend service to new areas.

NEC DEIS Comments - RECORD #2456 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Brett

Last Name : Thompson

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy irreplaceable cultural assets and one of Connecticut's most historic communities.

NEC DEIS Comments - RECORD #2765 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Claudia

Last Name : Thompson

Stakeholder Comments/Issues :

Old Lyme is one of the most beautiful, peaceful, historic towns, bordered by Long Island Sound and the Connecticut River and has drawn its character for centuries from an artist colony which developed there BECAUSE of the beauty and tranquility of the area. It is a unique gem visited by thousands of tourists yearly now and I can't believe there isn't some way of improving the rail service without destroying the heart of this classic, uniquely American historic town--PLEASE TRY!

NEC DEIS Comments - RECORD #1480 DETAIL

Status :

████████████████████

Record Date :

2/14/2016

First Name :

Geoffrey

Last Name :

Thompson

Stakeholder Comments/Issues :

I assume rumors are accurate and this is a \$60 billion project. The nation can not afford it. Certainly this will fail the fiscal test. This project tears up the greater Lyme community with its museums, traditions, history and beauty.....improve the current line is a better way

NEC DEIS Comments - RECORD #262 DETAIL

Status :

Action Completed

Record Date :

1/25/2016

First Name :

Tanya

Last Name :

Thompson

Stakeholder Comments/Issues :

The proposal is so outrageous and muddle-headed that several people to whom I forwarded it thought it was some kind of early April fool's joke. To run a rail line through an historic village would be so deleterious to the village that we would all be impacted severely. Hard to believe that anyone even came up with this.

NEC DEIS Comments - RECORD #1134 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Beverly

Last Name : Thornton

Stakeholder Comments/Issues :

The need for information is so important to the people that live in the state of Ct. This state is a pass way for all of New England. Yet no improvements have been made for the citizens who use the rails to and from New York. Come and explain to us all.

NEC DEIS Comments - RECORD #697 DETAIL

Status :

Action Completed

Record Date :

2/10/2016

First Name :

Christine

Last Name :

Thurber

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 former resident of Maryland and a lover of the 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.

I moved to Maryland in 2009 and worked at Patuxent Research Refuge. Following several internships and a position with the Maryland Department of Agriculture, I chose to attend graduate school at Frostburg State University and obtain a Master's in Conservation Biology and Applied Ecology. My thesis focused on a rare warbler species, Cerulean Warblers, which you are lucky enough to have breeding in your state. This rapidly declining species, along with many others, already faces so many perils along its migratory route. It astounds me that this proposal is even being considered, as it would destroy even more habitat. You should be proud to have a treasure like Patuxent in your backyard and strive to protect it. I was inspired by its beauty and value, and along with many other students and young professionals lucky enough to spend time there, chose to pursue a career protecting such areas.

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,

Christine Thurber

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Worcester, MA 01606

[REDACTED]

[REDACTED]

Christine.Thurber@[REDACTED] <mailto:Christine.Thurber@[REDACTED]>

[REDACTED]

[REDACTED]

[REDACTED]

Unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

NEC DEIS Comments - RECORD #2287 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Robert

Last Name : Tiano

Stakeholder Comments/Issues :

As a aiumnus of the University of New Haven I'm apposed to the current route offered which will adversely effect our campas and Old Lyme, CT and feel that you can consider an altentive route.

NEC DEIS Comments - RECORD #2123 DETAIL

Status :

Record Date :

2/15/2016

First Name :

Karen

Last Name :

Tichy, Esq.

Stakeholder Comments/Issues :

To the Federal Rail Administration,

I am in strong opposition to Alternative 1 of the Northeast Corridor Futures proposal because it will effectively destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. This university is a dynamic and expanding successful academic institution in the state of Connecticut. Please give this institution a chance to prosper and grow. Its graduates make Connecticut proud and are gainfully employed in many industries throughout this state. I respectfully propose that an alternate route be adopted, one that will not negatively impact the University of New Haven.

Thank you for your consideration.

NEC DEIS Comments - RECORD #1285 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Carol

Last Name :

Timpanelli

Stakeholder Comments/Issues :

Old Lyme /Old Saybrook are one of the states most beautiful areas- to destroy the nature of these areas to gain 35 minutes of travel time is appalling !

NEC DEIS Comments - RECORD #851 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Raphael

Last Name : Tisch

Stakeholder Comments/Issues :

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

Hello,

I am writing you to express concern about a proposed railway line planned to go through Patuxent Research Refuge. 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.

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. 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,

Raphael Tisch

Long Days and Pleasant Nights

NEC DEIS Comments - RECORD #1061 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Lois

Last Name : Bruinooge

Stakeholder Comments/Issues :

Sometimes no matter how hard we try, gremlins cause mischief with our work. There was an error in the first paragraph of the comments submitted by The Last Green Valley, Inc. on January 13, 2016. I have attached revised/corrected comments and ask that you delete the previous version. Thank you!

Lois Bruinooge, Executive Director
The Last Green Valley
203B Main Street (2nd floor)
P.O. Box 29
Danielson, CT 06239
860-774-3300; fax 860-774-8543
www.thelastgreenvalley.org<<http://www.thelastgreenvalley.org/>>
[TLGV MASTER_2PMS_3975378_30pct]

Attachments : TLGV Comments 2-12-16.pdf (302 kb)



February 12, 2016

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

Re: Revised Comments on Tier I Draft EIS

Dear Colleagues:

The Last Green Valley National Heritage Corridor was designated by Congress in 1994 because of its unique natural, cultural, historic, scenic, and recreational resources. The National Heritage Corridor, known simply as The Last Green Valley, spans 1,100 square miles and encompasses 26 towns in eastern Connecticut and 9 towns in south-central Massachusetts.

Alternatives 2 and 3 in the Tier I Draft EIS will directly affect and will substantially impact The Last Green Valley, yet there is no mention in thousands of pages of documents of The Last Green Valley's existence. The purpose of this testimony is to briefly describe The Last Green Valley's resources, and to let you know that Section 107 of our enabling legislation, Public Law 103-449 as amended, requires that:

Any federal entity conducting or supporting activities directly affecting the Corridor shall consult with the Secretary [of the Interior] and the management entity with respect to such activities to minimize any adverse effect on the Corridor.

The Last Green Valley, Inc. (TLGV) is the nonprofit organization designated as the management entity for the Corridor. Our work is governed by our Vision 2020 Management Plan, available on our website, www.thelastgreenvalley.org.

As the management entity, TLGV respectfully requests consultation with FRA prior to any decisions being made about preferred alternatives.

Both Alternatives 2 and 3 have the potential to significantly impact Last Green Valley communities, yet there seems to be very little awareness about this project in our cities and towns. The Tier I Draft EIS came as quite a surprise, and with public hearings and a public comment period spanning the holidays, the timing could not be worse for real public participation. Our second request to FRA is that the public comment period be extended and that more informational meetings and/or public hearings be held outside of the major metropolitan areas.

The Last Green Valley is 77% forest and farm land, a unique and rare landscape in the coastal sprawl between Boston and Washington. Agriculture and forestry are important components of the economy, as are recreation and tourism, drawing approximately 2 million visitors each year.

The Last Green Valley's forests are part of the Southern New England Heritage Forest, a large-landscape scale initiative where dozens of organizations are working to preserve unfragmented forest blocks because of their benefits to the wood products industry, agriculture (maple sugar) recreation (fishing, hunting) wildlife habitat, water and air quality, climate resiliency, and tourism (foliage). Alternatives 2 and 3 would bisect these resources.

The Last Green Valley is also home to a National Scenic Byway (Route 169), and 60 miles of National Recreation Water Trail (the Willimantic and Quinebaug Rivers). Alternatives 2 and 3 would cross these resources, and would impact many more state and locally significant trails and public lands.

The federal government has already invested more than \$11 million in promoting and protecting The Last Green Valley's unique resources, leveraging more than \$253 million in state, local, and private dollars dedicated to the same. While there are certainly benefits to expanding high speed rail service through the region, there are also tremendous costs. We simply wish all of those costs to be recognized and become part of the decision-making equation.

We would also note that there are 49 National Heritage Areas in the country, and this project directly impacts at least one more, the Blackstone Rivers Valley National Heritage Corridor to our east, and likely crosses through other NHAs to our south.

In conclusion, TLGV requests that:

- 1) FRA begin the consultation process with us prior to making any decisions about preferred alternatives;
- 2) The public comment period be extended and more informational meetings and/or public hearings be held outside of the major metropolitan areas; and
- 3) The Last Green Valley National Heritage Corridor's resources be recognized and accounted for in the decision-making process.

Thank you for the opportunity to comment.

Sincerely,



Lois Bruinodge
Executive Director



The Northeast Maglev, LLC
1212 New York Ave NW Suite 700
Washington, DC 20005
(202) 499-7933
<http://northeastmaglev.com>

January 14, 2016

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

Dear Ms. Reyes-Alicea;

This letter is intended to provide comments on the NEC Tier 1 Draft Environmental Impact Statement issued by the FRA in November 2015. Our comments relate to "Technology Considerations" covered under section 4.1.3.1 and section 9.2.2 in your report.

As an introduction, The Northeast Maglev is a U.S. based company committed to solving the northeast corridor's transportation challenge by promoting the deployment of a superconductive magnetic levitation system (SCMAGLEV) between Washington D.C. and New York City. The SCMAGLEV technology, developed in Japan by the Central Japan Railway Company (JR-Central) over the past 44 years, holds the world speed record at 375 miles per hour.

We do agree with your assessment as stated in your report that Maglev levitation technology could be used to develop a second spine in the Northeast Corridor and could result in providing future transformative investment in the regional transportation system. However, we disagree with the statement made that "advanced guideway systems, such as magnetic levitation technologies remain under development". The SCMAGLEV system has been fully developed and the Government of Japan has approved the technology for revenue service operation. In December 2011, the Japanese Ministry of Land Infrastructure Transport and Tourism enacted technological standards for the operation of the SCMAGLEV system and construction is currently underway on the extended revenue service line between Tokyo and Nagoya. A 42Km segment has already been built and the system has operated over 900,000 miles and has carried over 180,000 revenue passengers. While, as you note, the SCMAGLEV would require a new guideway, it would however, provide integration efficiencies with existing transportation options. It is correctly stated that it is currently being studied separately as it would not be inter-operable on the existing NEC lines.

If you have any questions or need further information about the SCMAGLEV technology, please do not hesitate to contact me.

Sincerely,

Nazih K. Haddad, P.E.
Executive Vice President

NEC DEIS Comments - RECORD #1910 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Richard

Last Name :

Toce

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 #1292 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Joan

Last Name : Todd

Stakeholder Comments/Issues :

Please do not desicrate the pristine historic town and environs of Old Lyme, CT- we need preservation for ourselves and those to come- so few left....and this one is a gem!

NEC DEIS Comments - RECORD #2114 DETAIL

Status :

unread

Record Date :

2/15/2016

First Name :

Louis

Last Name :

Todisco

Stakeholder Comments/Issues :

I oppose alternative 1 of the Northeast Corridor proposal, because it will destroy the Lyme Academy campus of the University of New Haven.

NEC DEIS Comments - RECORD #745 DETAIL

Status : [Redacted]

Record Date : 2/10/2016

First Name : Frances

Last Name : Toler

Stakeholder Comments/Issues :

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

Dear Ms. Braegelmann: As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. This proposal would destroy 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would degrade 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. I personally go multiple times a year to Patuxent Research Refuge to look for birds, frogs, and other wildlife, and am very aware of the superior habitat in this location. It is a point of pride to have such an ecologically rich area as this in a major metropolitan area! 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,

Fran Toler [Redacted] 20 29th St Mt Rainier, MD 20712

NEC DEIS Comments - RECORD #1592 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Christopher
Last Name : Toscano
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 a hunter who values access to the Patuxent Research Refuge, 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
Chris Toscano

[REDACTED]
Columbia MD 21045

[REDACTED]

NEC DEIS Comments - RECORD #1368 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Chris

Last Name :

Toth

Stakeholder Comments/Issues :

I oppose Alternative 1

NEC DEIS Comments - RECORD #463 DETAIL

Status : Action Completed

Record Date : 2/1/2016

First Name : Paige R.

Last Name : Bronk, AICP

Stakeholder Comments/Issues :

NEC Future,

Please accept the attached comments on behalf of the Town of Groton, CT.

If you have any questions, please let us know.

Thank you.

Paige R. Bronk, AICP

Economic and Community Development Manager

Town of Groton

Town Hall Annex

134 Groton Long Point Road

Groton, CT 06340-4873

(860) 448-4095

PBronk@groton-ct.gov<mailto:PBronk@groton-ct.gov>

Attachments : NEC Future Comments 01292016.pdf (95 kb)



TOWN OF GROTON

PLANNING AND DEVELOPMENT SERVICES

JONATHAN J. REINER
DIRECTOR
JREINER@GROTON-CT.GOV

134 GROTON LONG POINT ROAD, GROTON, CONNECTICUT 06340
TELEPHONE (860) 446-5970 FAX (860) 448-4094
WWW.GROTON-CT.GOV

January 29, 2016

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

Federal Railroad Administration:

On behalf of the Town of Groton, CT, thank you for the opportunity to comment on the NEC FUTURE plan as presented. We have reviewed the material and also attended a presentation held on Monday, December 14, 2016 in New Haven, CT.

We appreciate the FRA's goal of planning for the long-term sustainability and viability of the Northeast Corridor (NEC). Groton has taken a pragmatic perspective in reviewing this massive project and realizes that funding limitations can significantly impact the long term sustainability of the NEC. As a result, we believe the most pressing issues are the preservation of the existing infrastructure line including needed repairs, upgrades, and operations. The "No Action" Alternative has seemingly been dismissed as a non-option by many, but unless a practical approach can be developed and approved by the federal government, then the "No Action" alternative might indeed become reality. Even the "No Action" alternative has a \$9 billion base cost which basically only addresses deferred maintenance.

The other three options include varying upgrades to the system, but none can be considered low cost scenarios. They range from about \$54 to \$293 billion plus the "no action" base cost of \$9 billion. In viewing the fiscal record of past major infrastructure projects, most recently in Boston, it is likely that actual costs will exceed current estimates. This is especially true given the number of "unknowns" in difficult land and water study area geography. There should be a healthy dose of skepticism in viewing budget projections due to past historical precedent.

Groton is deeply concerned about the lack of resources historically allocated to the NEC for both capital and operational improvements and the resulting impacts to the system. Additionally, we know how much the NEC has historically benefitted our coastal region. We desire to support the ongoing improvement effort for the existing system. Funding at all

"SUBMARINE CAPITAL OF THE WORLD"

national levels has been impacted and there is reason to believe that funding will continue to be a limiting factor into the future for projects such as the NEC.

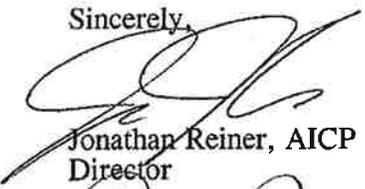
As a result of fiscal constraints and Groton's desire to promote the existing infrastructure, we believe that Alternative #1 is the best option for the NEC. Alternative #1 addresses the needed level of rail service required to support projected growth in population and employment. This alternative inherently supports improvements to the existing and primary rail line connecting coastal metropolitan areas. Alternative #1 expands capacity, adds tracks, relieves key chokepoints, and serves the future of Connecticut well. This option is also by far the least expensive of the three options that would advance the NEC. It also supports the existing infrastructure line without comprising its integrity through planned reductions in service or investment.

Specific to Groton, we also support Alternative #1 because it proposes new investment including a new segment and potential new station somewhere between New London and Mystic. We envision this new segment and station as a potential economic development opportunity. Although we would like to know more details, we understand this EIS is a first cut attempt at planning for the NEC. Our goal is to ensure various transportation options are available for our area serving locals, our employment base, and visitors. Our hope would be that if Alternative #1 is selected as the preferred option, impacted communities such as Groton would have the opportunity to share local plans and knowledge prior to the development of more detailed plans.

Additionally, it appears that if a new segment is constructed in the Groton area, the existing line would remain. We have plans and desires to expand local commuter service for our commuters who mostly work at Electric Boat, Pfizer, and the U.S. Navy Submarine Base. We are hopeful that the new NEC rail segment might offer more flexibility to use the existing line for other rail service. Regardless, we would like an opportunity to assist with the actual placement of the new rail station in an area that complements our anticipated economic and real estate growth in the Groton area. Our transportation system involving highways, deep water port, air, and rail is one of the best in the area and we hope to best integrate a new train station into our system for maximum transportation and economic benefit.

Thank you for the opportunity to comment and we look forward to future involvement as subsequent stages of the NEC FUTURE progress. Please contact us if clarification or additional information is required.

Sincerely,



Jonathan Reiner, AICP
Director



Paige Bronk, AICP
Economic and Community Development Manager

NEC DEIS Comments - RECORD #559 DETAIL

Status : Action Completed

Record Date : 2/5/2016

First Name : Paul M.

Last Name : Shapiro

Stakeholder Comments/Issues :

Good Afternoon-

Attached please find the Town of Mansfield's official comments on the Tier 1 Draft EIS for the NEC Future Project. Please let me know if you have any questions.

Linda

Linda M. Painter, AICP
Director of Planning and Development
Town of Mansfield

Telephone: 860.429.3330

Fax: 860.429.6863

Email: painterlm@mansfieldct.org

Attachments : Signed Letter.pdf (130 kb)

TOWN OF MANSFIELD



Paul M. Shapiro, Mayor

AUDREY P. BECK BUILDING
FOUR SOUTH EAGLEVILLE ROAD
MANSFIELD, CT 06268-2599
(860) 429-3330
Fax: (860) 429-6863

February 3, 2016

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

Submitted via email to: comment@necfuture.com

Subject: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

The Town of Mansfield is cautiously optimistic at the possibility of introducing passenger rail service to our community as part of the proposed Hartford to Boston via Providence routes as described in Alternatives 2 and 3 of the Draft EIS. While Mansfield remains largely a rural community, there is strong interest in having local access to a multi-modal transportation system that will provide residents with options to use public transportation to travel around New England and along the east coast. The Town has long supported the restoration of passenger rail service from New London to Vermont along the existing north-south rail corridor and plans for an east-west corridor are encouraging.

The expansion of rail service contemplated in the Draft EIS would provide additional options for our residents, improving access to nearby metropolitan areas such as Hartford, Providence, Boston and New York. Additionally, as home to the main campus of the University of Connecticut (UConn), and particularly as UConn continues to grow its student population and expand its campus, there is continual pressure on our rural roads from vehicular traffic associated with this campus growth. The expansion of Northeast Corridor rail service to Mansfield would likely help to mitigate traffic impacts associated with UConn.

It is our understanding that once a preferred alternative is selected, a Tier 2 Environmental Impact Statement will be prepared. Preliminarily, we raise the following issues and concerns and ask that these issues be fully examined and addressed as part of any future EIS process.

- **Route and Station Location.** Based on the maps of Alternatives 2 and 3 contained in Appendix A of the draft EIS, it appears that the route segment running through Mansfield is located in a rural area of town. This alignment not only will have significant impact on our neighborhoods, it will fail to provide rail service to key employment centers in the area, thereby diminishing its impact. As the proposal contemplates a new hub station in Mansfield, we would prefer that the alignment be shifted to coincide with one of the Smart Growth Development areas identified in our Plan of Conservation and Development. One of the primary goals of our future land use plan is to direct new growth and development to these Smart Growth Development areas to protect the rural character of the rest of the community. These areas have been designated for more intense growth based on the availability of public infrastructure (water and sewer service) that can support higher densities needed for transit-oriented development.

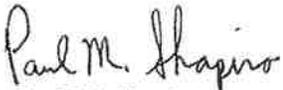
For example, a more northerly alignment through the Storrs area, being careful to avoid direct impacts to

agricultural lands, would provide direct access to the main campus of the University of Connecticut, a new technology park planned at the University, and our new downtown. A more southerly alignment in the vicinity of Route 6 would provide access to the town's other major commercial area at the intersection of Routes 6 and 195 as well as access to Willimantic, a historic downtown located in the Town of Windham to our south.

- **Impacts to Environmental Resources and Rural Character.** The protection and conservation of our natural resources and rural character is of paramount importance to our residents. Due to the high-level nature of the analysis conducted as part of the Tier 1 EIS we are unable to determine the actual impact on our community at this time. We strongly encourage you to select an alignment and station location that minimizes impacts to our agricultural lands, working farms, natural resources and rural character. We will provide additional comments on impacts and mitigation measures as part of the Tier 2 EIS review process.
- **Rail Connections.** The Town has been working with other communities and the New England Central Railroad for many years to encourage restoration of passenger rail service between New London and Vermont using the existing rail line in Mansfield. While the potential for this service is in the early stages of evaluation, we believe that it offers tremendous opportunity when paired with the Hartford to Providence connection envisioned in the EIS. We hope that you will consider this potential and work with state officials to explore that connection.
- **Community Outreach.** As you move forward with a Tier 2 EIS, extensive community outreach will be needed in each of the affected communities to ensure that residents and other stakeholders have ample opportunity to understand and comment on the proposed action and mitigation measures. This is particularly critical in areas where new rail routes and stations are proposed, such as Mansfield.

If you have any questions regarding these comments, please contact Linda Painter, our Director of Planning and Development at 860.429.3330 or linda.painter@mansfieldct.org.

Sincerely,


Paul M. Shapiro
Mayor


JoAnn Goodwin
Chair, Mansfield PZC

Cc: Town Council
Planning and Zoning Commission
Transportation Advisory Committee



TOWN OF OLD LYME

OFFICE OF THE SELECTMEN

52 Lyme Street
Old Lyme, CT 06371
www.oldlyme-ct.gov
Tel. (860) 434-1605
Fax (860) 434-1400

March 23, 2016

By Electronic and Regular Mail

Mr. David Carol
Joint Venture Program Manager
Parsons Brinkerhoff/AECOM Joint Venture
NEC Future
4528 Binfords Ridge Rd.
Charlotte, NC 28226

Ms. Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
USDOT - Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: NEC Future

Dear David and Rebecca:

Let me begin by thanking both of you, as well as Becky Blatnica, Deputy Program Manager, Amishi Castelli, Environmental lead, from the John A. Volpe National Transportation System Center, U.S. Department of Transportation, and Ruby Siegel, AECOM, for meeting with us in Old Lyme on March 11. Our discussion of the NEC Future Tier 1 Draft Environmental Impact Statement (EIS) and the potential effects of the concepts addressed therein on the town of Old Lyme and the surrounding region was very helpful. We truly appreciated your time and effort in coming to Old Lyme, the wealth of information you provided to us, and your sincere willingness to listen to our input and address our concerns. I would like to describe in this letter the most important understandings we took away from that meeting.

The Process

The Tier 1 EIS is intended to be a very high level, conceptual "vision" for addressing the northeast corridor's current and future rail needs. The FRA will now proceed to develop a preferred alternative, which is expected to be publicly announced this summer. Whether public comments will be solicited has not yet been decided.

Next fall, the FRA will publish a Tier 1 Final EIS and a Record of Decision (together, the “Tier 1 Record”), which will set forth in detail the analysis and rationale underlying the EIS and will serve to direct and inform the Tier 2 EIS. The Tier 1 Record will clearly note the importance of the Connecticut River Estuary and its environmental¹ concerns.

In the first half of 2017 the FRA will publish a “Service Development Plan,” effectively a blueprint for implementation of the Tier 1 EIS. This plan will propose the phasing of the Tier 2 EIS projects, taking into account on all relevant factors, such as levels of service, funding, state government input and railroad input. Once the Service Development Plan has been finalized, the Tier 2 process will be introduced and will proceed on a project-by-project basis over an extended time period as dictated by future events, including service demand and funding availability. Each Tier 2 EIS will address in detail all project elements, such as the specific location, design and construction features, will include a detailed environmental impact statement, and will have a life span of three years.

Alternative 1

Alternative 1 in the Tier 1 Draft EIS contemplates a new bridge over the Connecticut River from Old Saybrook to Old Lyme and then an aerial structure over the western portion of the town, including the Historic District. If this section of Alternative 1 (the Old Saybrook to Kenyon, Rhode Island bypass) remains part of the preferred alternative in the final Tier 1 EIS, then in all events this section of the route will be constructed utilizing an underground tunnel instead of a bridge and aerial structure. The tunnel will be bored, not “cut and covered,” and will likely extend from the Old Saybrook train depot (probably using the Tilcon Aggregate site as a staging area) to the Whippoorwill Road abutment on the north side of Interstate 95 in Old Lyme. The precise route of the tunnel, and the location of necessary ventilation shafts, will be determined in the applicable Tier 2 EIS, taking into account harm and disruption to the environment, historical properties and the town during and after construction.

The Preferred Alternative

In developing the preferred alternative the FRA will analyze further the three alternatives set forth in the Tier 1 Draft EIS and will take into account, among other things, the policy objectives of the FRA and the Department of Transportation, all of the public comments, and other input received. In evaluating the Old Saybrook to Kenyon bypass portion of Alternative 1 for inclusion in the preferred alternative, the FRA will carefully consider the following:

¹ In this letter the term “environment” refers to ecological and hydrologic/water resources, not the much broader meaning used in the Tier 1 Draft EIS.



(a) Information from us and the federal Environmental Protection Agency regarding the potential environmental impact on the Connecticut River Estuary. In particular, it will evaluate the potential impact on the estuary according to established criteria--ecologically sensitive habitat, threatened and endangered species, and an essential fish habitat, and the estuary's designation as a Ramsar Estuary of Global Importance and, potentially, as a National Estuarine Research Reserve.² Representatives from the Connecticut River Council of Governments, the Nature Conservancy, the Connecticut Audubon Society, the Roger Tory Peterson Estuary Center and the Old Lyme Land Trust will compile for your review detailed information regarding the potential impact of the proposed tunnel on this estuary, and the FRA will advise us of its conclusions regarding the relevance of this information;

(b) The National Register of Historic Places-listed properties as well as the National Historic Landmark-listed properties, as contemplated in the Section 106 procedures in the Federal Registry and the statements of the Advisory council on Historic Preservation. The FRA will also consider the significance of Old Lyme being listed as a Preserve America Community. We would also appreciate advice from the FRA regarding this analysis. We understand that the impact of construction activity, including vibration and displacement, on historic structures will be evaluated as part of the Tier 2 process; and

(c) The impact on residential areas, open space and archeological sites.

The FRA anticipates that the preferred alternative will incorporate elements of each of the three alternatives presented in the Tier 1 Draft EIS. If the preferred alternative does not include the Old Saybrook to Kenyon bypass, then it will no longer be reflected on EIS plans and maps and the public will be able to rest assured that the FRA has definitively abandoned this route.

Current Shoreline Route

The current train service on the Connecticut shoreline (Shore Line East and Amtrak) will be continued and enhanced, regardless of the nature of the preferred alternative. Each of the three proposed alternatives contemplates, and the preferred alternative will include, substantial upgrades to the existing rail system sufficient to restore the system to a state of good repair and harden the line for improved resiliency. The amount allocated to this work is \$20 billion.

² A description of the various designations applicable to the lower Connecticut River region is found in Exhibit A hereto.



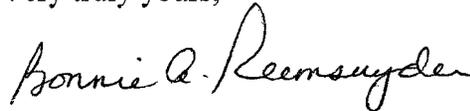
Mr. David Carol
Ms. Rebecca Reyes-Alicea
March 23, 2016
Page 4

* * *

Please contact me with any questions or comments you have regarding this letter, including particularly any of our understandings that you believe may be incorrect. We would greatly appreciate the opportunity to be updated by your team as the preferred alternative is developed, especially as you address the Old Saybrook to Kenyon bypass. We will, of course, respond promptly to any questions or issues that arise and, if it would be useful, we would meet with you in Washington or elsewhere.

Thank you very much.

Very truly yours,



Bonnie A. Reemsnyder
First Selectwoman

CC: Sam Gold, Executive Director, RiverCOG
John Forbis, Old Lyme
Bennett Bernblum, Old Lyme
Board of Selectmen

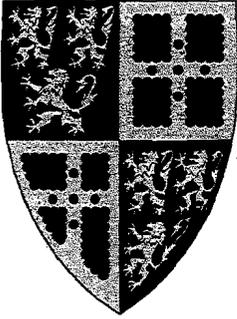


EXHIBIT A

CT River Designations from RiverCOG LTE Conservation Plan

www.lcrlandtrustexchange.org

The member land trusts of the LTE have charged themselves with protecting the natural assets of the RiverCOG Region, an invaluable environmental and recreational area of global significance that surrounds the lower 36 miles of the Connecticut River from the river's mouth at Long Island Sound to the northern borders of the municipalities of Cromwell and Portland and over 20 miles of Long Island Sound coast line from the western border of the town of Clinton, to the eastern border of the town of Old Lyme. It is home to many of the State's parks and forests and portions of two Refuges, the Menunketesuck/Duck Island complex and the Salt Meadow Unit of the Stewart B. McKinney National Wildlife Refuge and the southernmost 354 sq. miles of the Connecticut River watershed based Silvio O. Conte National Fish and Wildlife Refuge. This area of the Conte Refuge is now home to the Roger Tory Peterson Division, the Salmon River Division, and the Whalebone Cove Division; the Wild and Scenic Eightmile River; five Connecticut State designated greenways – the Menunketesuck – Cockaponset Regional Greenway, the Connecticut River Gateway Zone Greenway, the Eight Mile River Greenway, the Old Lyme Greenway, and parts of the Blue Blazed Trail System Greenway. The estuary of the lower river was designated as a Ramsar Estuary of Global Importance (1994), has been proclaimed by The Nature Conservancy to be one of the World's Last Great Places, and is listed as a Long Island Sound Stewardship Site (2005) by the Long Island Sound Stewardship Initiative. In 1998 the Connecticut was designated as an American Heritage River, one of 14 in the country. Running through the Region is part of the Metacomet, Monadnock, Mattabesett Trail System designated in 2009 as the New England National Scenic Trail that strives to extend over 200 miles from Massachusetts to Long Island Sound; the Region also surrounds the Connecticut River Gateway Conservation Zone, a 30,000 acre area surrounding the lower 30 miles of the Connecticut River, from the nearest ridge top to nearest ridge top across the length of the lower river. Since 1974, the Connecticut River Gateway Commission has been charged with protecting the scenic and ecological properties of this unique landscape. Most recently the lower Connecticut River region was identified by The Nature Conservancy as a focal area in their report entitled Resilient Sites for Terrestrial Conservation in the Northeast and Mid-Atlantic Region and the Connecticut River watershed was named the Nation's first National Blueway as part of the Dept. of the Interior's Americas Great Outdoors Initiative.



TOWN OF OLD SAYBROOK

Office of the Board of Selectmen

302 Main Street • Old Saybrook, Connecticut 06475

Telephone (860) 395-3123 • FAX (860) 395-3125

November 13, 2015

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

Re: **NEC Future**

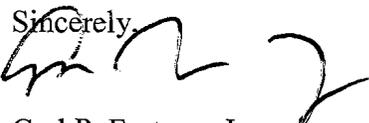
Dear Ms. Reyes-Alicea,

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

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

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

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

Sincerely,


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



Town Board of Oyster Bay

TOWN HALL

OYSTER BAY, NEW YORK 11771-1592

Rebecca M. Alesia
Councilwoman

(516) 624-6302
Fax (516) 624-6147
ralesia@oysterbay-ny.gov

February 4, 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

Re: NEC Future Tier 1 Draft Environmental Impact Statement (DEIS)

Dear Ms. Reyes-Alicea:

Attached is correspondence from the Oyster Bay Town Board regarding the above referenced subject.

Please be apprised that I have coordinated the Town's review of the NEC Future DEIS through discussions with my colleagues on the Town Board. As such, I would be happy to serve as the Town's point of contact for this matter.

Please do not hesitate to contact me if you have any questions.

Very truly yours,

REBECCA M. ALESIA
COUNCILWOMAN



Town Board of Oyster Bay

TOWN HALL
OYSTER BAY, NEW YORK 11771-1592

Rebecca M. Alesia
Councilwoman

(516) 624-6302
Fax (516) 624-6147
ralesia@oysterbay-ny.gov

February 2, 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

Re: NEC Future Tier 1 Draft Environmental Impact Statement (DEIS)

Dear Ms. Reyes-Alicea:

Thank you for your letter to the Town of Oyster Bay dated November 10, 2015 regarding the Northeast Corridor (NEC) Future initiative. We appreciate the opportunity to review the DEIS. A representative from the Town also attended the public hearing in Mineola on January 12th.

Please accept these comments from the Oyster Bay Town Board, submitted on behalf of the approximately 300,000 residents we represent. We ask that you give this correspondence, and all public input you receive on the DEIS, due consideration as you decide how to proceed.

Clearly, any of the action alternatives for the NEC Future project would be an ambitious undertaking. Even Alternatives 1 and 2, which respectively are titled "Maintain" and "Grow", would entail large capital expenditures and major construction for existing NEC facilities spanning from Washington, D.C., to Boston. However, Alternative 3, "Transform", which potentially would include the installation of a new "spine" for the NEC on Long Island, a segment of which would lie in the Town of Oyster Bay, is of the greatest interest to us and is the focus of these comments.

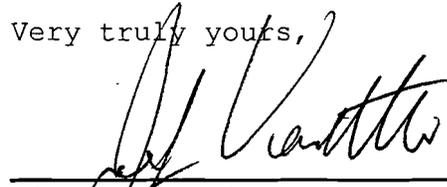
The Oyster Bay Town Board supports the NEC Future's overall goal of improving rail connections and capacity to advance the regional economy. However, the information provided in the DEIS regarding Alternative 3 is so nebulous that it is difficult to see how it can provide a suitable basis for decision-making.

The DEIS vaguely indicates that the potential new route on Long Island would be installed in a "trench" through the Town of Oyster Bay, between Garden City and the Main Line of the Long Island Rail Road in Farmingdale. The DEIS does not even include a generic discussion of how this physically would be accomplished in an area that is already essentially fully built-out; nor is there even the most basic description of methods that could be used to accomplish this type of construction, where it has been successfully implemented in a similar setting, or how potential impacts during construction and operation would be mitigated. Although the DEIS prominently highlights the expected socio-economic benefits of the proposed action, information regarding anticipated adverse effects is almost completely omitted, making it problematic to arrive at fully informed and properly balanced findings.

We recognize that a "Tier 1" DEIS is intended to provide a broad basis for programmatic decisions. However, in the absence of meaningful impact assessment the subject DEIS does not seem to establish the necessary foundation for effective deliberations. Accordingly, we urge you to complete appropriate analyses of potential environmental impacts and present same for public review and comment before any decision is made to pursue Alternative 3. Although detailed, site-specific investigations may not be required or feasible at this time, technically valid, generic impact evaluations are practicable and should be completed to ensure that all relevant factors are taken into consideration in choosing the most appropriate course of action.

We await the outcome of your review of the comments submitted on the DEIS and we look forward to continuing participation in the public process for this important project.

Very truly yours,



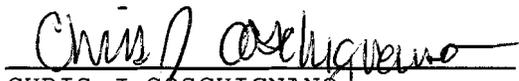
JOHN VENDITTO
TOWN SUPERVISOR



JOSEPH D. MUSCARELLA
COUNCILMAN



ANTHONY D. MACAGNONE
COUNCILMAN



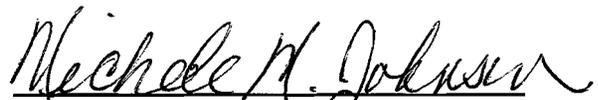
CHRIS J. COSCHIGNANO
COUNCILMAN



JOSEPH G. PINTO
COUNCILMAN



REBECCA M. ALESIA
COUNCILWOMAN



MICHELE M. JOHNSON
COUNCILWOMAN

NEC DEIS Comments - RECORD #2630 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Teri

Last Name : Tozzi

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 #1777 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Elvis

Last Name :

Tran

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 #692 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Mark

Last Name : Traversa

Stakeholder Comments/Issues :

Putting a rail line through the Refuge is illegal and not in the best interest of Marylanders.

Mark Traversa

NEC DEIS Comments - RECORD #1984 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Raymond

Last Name :

Tremaglio

Stakeholder Comments/Issues :

ear 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 #1787 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Adriana

Last Name :

Trigiani

Stakeholder Comments/Issues :

This is unacceptable! Find another route for the train tracks! Lyme Academy is hallowed ground for artists and art and the future! Adriana Trigiani

NEC DEIS Comments - RECORD #957 DETAIL

Status : Action Complete

Record Date : 2/11/2016

First Name : Ron

Last Name : Troy

Stakeholder Comments/Issues :

One cannot intelligently ignore the future of the NEC; it is an extremely important part of the transportation infrastructure in the Northeast US. It is in, at best, poor condition, with numerous weak points that greatly slow it down and reduce capacity. Some areas of needed importance seem relatively small or short, such as the Penn Newark to Penn NYC corridor - yet they are immensely critical. Worn out and outmoded infrastructure needs to be replaced or greatly improved, and in some cases new routes provided between 2 points. New routes, such as via Long Island (and Long Island Sound) need to be seriously considered. Faster equipment needs to be purchased, and slow points badly need to be eliminated. We probably don't need such things as maglev - at least not yet, but we could greatly gain by having our form of bullet trains that exceed 200 MPH, rather than maybe doing 75, if that much. Plus we have to maintain whatever it is we improve. And when people complain about cost, point out just how much more expensive much slower roads are, and how fuel wasteful air traffic is.

Ron Troy

[Redacted]

East Northport, NY 11731-5028

rtroy56@[Redacted]

[Redacted]

[Redacted]

NEC DEIS Comments - RECORD #2664 DETAIL

Status :

~~Action Completed~~

Record Date :

2/16/2016

First Name :

Andrea

Last Name :

Truax

Stakeholder Comments/Issues :

Re: Alternative 2, the Providence-Hartford-New Haven route: There are many towns between these two locations that TODAY have neither bus nor train interstate service, but these areas used to be served by public transportation - the Providence-Worcester Railroad. Now there is no interstate bus service at all in Windham County, Connecticut. What, exactly, is the reason why the towns in this corridor cannot have public transportation REESTABLISHED as it was previously? Even Peter Pan Providence-Hartford buses that pass through the town of Danielson, Connecticut refuse to drop off or pick up passengers until they get to UConn. Please add some local train stations and bus stops in between Providence and UConn. Public transportation was much better in these areas 50 years ago.

NEC DEIS Comments - RECORD #3065 DETAIL

Status : [REDACTED]
Record Date : 2/17/2016
First Name : David
Last Name : Tuchmann
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea,

Please find attached a comment regarding the NEC Future Draft Tier 1 EIS.

Thank you,
David Tuchmann

David Tuchmann Vice President, Development
601 Thirteenth Street, NW, Suite 300 North, Washington, DC 20005
T 202.207.3926 E dtuchmann@akridge.com<mailto:dtuchmann@akridge.com>
Akridge.com<http://www.akridge.com/>
AKRIDGE
Invested.

Attachments : 16-0216 NEC Future Comment Akridge.pdf (106 kb)

February 16, 2016

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

Dear Ms. Reyes-Alicea:

I write on behalf of Akridge in strong support of Alternative 3 as defined by the NEC Future Tier 1 Draft EIS. Akridge is a full-service real estate development firm, headquartered in Washington, DC since our founding in 1974. Akridge has invested over a decade coordinating with Amtrak, the Federal Railroad Administration, and the Union Station Redevelopment Corporation, to plan a 14-acre, 3 million square foot air rights development over the Washington Union Station rail yard called Burnham Place. We believe the transformation of the NEC into a high-speed, high-capacity, premier rail corridor directly enhances the long-term value of Burnham Place.

From the time our company first became involved with Burnham Place, we have believed that improving the efficiency, quality and capacity of Union Station is crucial to the long-term economic sustainability of the National Capital Region. Our region's road network is stretched beyond capacity yielding some of the longest driving commute times in the country. Our ability to attract businesses and residents in the coming decades to this area is contingent upon strategic investments in intercity and regional rail infrastructure, particularly at Union Station, to facilitate shorter trip times, higher productivity and greater regional mobility. In turn, Union Station's success as our region's most economically vital transportation asset is contingent upon dramatic, NEC-wide investments.

After assessing the Draft EIS Alternatives, we believe that only Alternative 3 provides the level of rail service required to achieve the full economic potential of Union Station and its impact on the regional economy. While the Draft EIS identifies several regions north of Washington as having high potential for rail-investment based economic value capture, the introduction of premium, high-capacity rail service in Greater Washington would also have a transformational impact.

Decreased travel times, more frequent service, and greater reliability for Amtrak, MARC and VRE are the key ingredients to catalyzing and leveraging substantial private sector investments (such as Burnham Place) in our region. Similar to Grand Central Terminal's position in New York City in previous decades, under Alternative 3, Union Station has the potential to serve as our region's transportation and economic crossroads. Frequent and fast rail service to New York City, Philadelphia and Baltimore will expand the perceived borders of our region making daily round trips to these destinations more commonplace. Increased regional rail service will make Union Station, and the areas accessible to it, a compelling place for



businesses with a national presence to locate. Coupled with long-range, planned improvements to our region's subway system, Alternative 3 would promote enhanced, convenient access from Union Station to Reagan National, Baltimore Washington International, Dulles International and even Philadelphia International Airports. This access would allow downtown Washington to compete with any region in the world to attract and retain global corporations.

Union Station today serves over 37 million visitors annually. Yet, the station's daily heavy rail ridership is still represents a small fraction of what high-capacity, intermodal stations throughout the world serve. Incremental investments in new infrastructure throughout the NEC are insufficient to realize the station's long term economic potential. The corridor necessitates sustained and transformational investments as envisioned only in Alternative 3.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "David Tuchmann", with a long horizontal flourish extending to the right.

David Tuchmann
Vice President, Development



601 Thirteenth Street, NW, Suite 300 North, Washington, DC 20005
T 202.638.3000 Akridge.com

February 16, 2016

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

Dear Ms. Reyes-Alicea:

I write on behalf of Akridge in strong support of Alternative 3 as defined by the NEC Future Tier 1 Draft EIS. Akridge is a full-service real estate development firm, headquartered in Washington, DC since our founding in 1974. Akridge has invested over a decade coordinating with Amtrak, the Federal Railroad Administration, and the Union Station Redevelopment Corporation, to plan a 14-acre, 3 million square foot air rights development over the Washington Union Station rail yard called Burnham Place. We believe the transformation of the NEC into a high-speed, high-capacity, premier rail corridor directly enhances the long-term value of Burnham Place.

From the time our company first became involved with Burnham Place, we have believed that improving the efficiency, quality and capacity of Union Station is crucial to the long-term economic sustainability of the National Capital Region. Our region's road network is stretched beyond capacity yielding some of the longest driving commute times in the country. Our ability to attract businesses and residents in the coming decades to this area is contingent upon strategic investments in intercity and regional rail infrastructure, particularly at Union Station, to facilitate shorter trip times, higher productivity and greater regional mobility. In turn, Union Station's success as our region's most economically vital transportation asset is contingent upon dramatic, NEC-wide investments.

After assessing the Draft EIS Alternatives, we believe that only Alternative 3 provides the level of rail service required to achieve the full economic potential of Union Station and its impact on the regional economy. While the Draft EIS identifies several regions north of Washington as having high potential for rail-investment based economic value capture, the introduction of premium, high-capacity rail service in Greater Washington would also have a transformational impact.

Decreased travel times, more frequent service, and greater reliability for Amtrak, MARC and VRE are the key ingredients to catalyzing and leveraging substantial private sector investments (such as Burnham Place) in our region. Similar to Grand Central Terminal's position in New York City in previous decades, under Alternative 3, Union Station has the potential to serve as our region's transportation and economic crossroads. Frequent and fast rail service to New York City, Philadelphia and Baltimore will expand the perceived borders of our region making daily round trips to these destinations more commonplace. Increased regional rail service will make Union Station, and the areas accessible to it, a compelling place for

businesses with a national presence to locate. Coupled with long-range, planned improvements to our region's subway system, Alternative 3 would promote enhanced, convenient access from Union Station to Reagan National, Baltimore Washington International, Dulles International and even Philadelphia International Airports. This access would allow downtown Washington to compete with any region in the world to attract and retain global corporations.

Union Station today serves over 37 million visitors annually. Yet, the station's daily heavy rail ridership is still represents a small fraction of what high-capacity, intermodal stations throughout the world serve. Incremental investments in new infrastructure throughout the NEC are insufficient to realize the station's long term economic potential. The corridor necessitates sustained and transformational investments as envisioned only in Alternative 3.

Thank you for your consideration.

Sincerely,



David Tuchmann
Vice President, Development

NEC DEIS Comments - RECORD #2308 DETAIL

Status :

Revision Completed

Record Date :

2/15/2016

First Name :

Tracy

Last Name :

Tupper

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 #1702 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Allison

Last Name :

Turkowski

Stakeholder Comments/Issues :

I am opposed to the proposed railroad plan that would disrupt the small businesses, historic and educational buildings and the beauty of Old Lyme, CT. Figure out a better plan please.

NEC DEIS Comments - RECORD #2022 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Bill

Last Name : Turner

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 #2768 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

David

Last Name :

Turner

Stakeholder Comments/Issues :

I strongly oppose tunneling under the LI Sound through Milford Harbor.

NEC DEIS Comments - RECORD #760 DETAIL

Status :

Action Completed

Record Date :

2/10/2016

First Name :

Jeffrey

Last Name :

Turner

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;

While I have long been a strong supporter of public transportation (I worked for the US DOT in the 90s), I completely oppose devastating the Patuxent Wildlife Refuge for rail use. Please use an option that does not impinge on critical wildlife habitat in high density human populations.

NEC DEIS Comments - RECORD #2871 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Jeffrey

Last Name : Turner

Stakeholder Comments/Issues :

Please bring rail to western Massachusetts. Thanks.

NEC DEIS Comments - RECORD #1355 DETAIL

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

As a permanent resident of Lyme, CT, and a part-time resident of Washington, DC, this plan is of great interest to me. For Connecticut, I am most interested in Alternative 2. Our highways are overburdened, we need the new inland rail lines, we need the connections with the Providence airport and with UConn (where I taught for several years, and am very conscious of how isolated it is for a major state university). As a frequent passenger on the entire corridor from Washington to Boston and all stops between, I would hope for the greatest investment in the entire rail system, including the developments in CT. But I think that those developments are the first priority, and I am uncertain about tunneling beneath Long Island Sound. So I would advocate for Alternative 2.

NEC DEIS Comments - RECORD #2527 DETAIL

Status :

████████████████████

Record Date : 2/16/2016

First Name : susan

Last Name : turner

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 #2461 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Benjamin
Last Name : Turon
Stakeholder Comments/Issues :

Hello,

I have attached my written comments as a pdf, and also pasted the text of my comments below.

Thank you very much.

Benjamin J. Turon

[REDACTED]

Ballston Spa, NY

12020

[REDACTED]

E-Mail: bjturon@[REDACTED]

FROM

Benjamin J. Turon

[REDACTED]

Ballston Spa, NY

12020

TO

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Dear Sir,

I would like to thank the individuals and organizations including Amtrak and the FRA who have done so much hard work to get the 'NEC Future' EIS up to this point. I have try to carefully study the facts and proposals set forth in the DEIS documents

Alternatives Costs/Benefits

To make costs more political palatable I think projects contained within the final recommended alternative should be "unbundled", so that each project can be judge individually on the merits of their costs/benefits.

The very large estimates for the various alternatives total project program costs I feel run the risk of being very off putting to the general public. Likely the average man and woman on street is not predisposed to support or comprehend a single public works project costing not just many tens of billions, but hundreds of billions of dollars. The falling public support for California's HSR project seems to be directly a result of its very high price of the final system, which has escalated much from its original estimates.

Breaking down the final alternative into specific individual projects with individual cost and benefit estimates for each project should make the scheme for building HSR in the NEC much easier to understand for the average citizen, and hopefully lead to greater public support.

I myself am very concern about the costs of the three alternatives under consideration. I thought that in Amtrak's earlier "A Vision for High-Speed Rail" the proposal project cost of \$151 billion was far too high to win public support. The \$290 billion cost of Alt. 3 in this DEIS is mind blowing even to a fierce HSR supporter such as myself. I think the general reaction among the public will be a rolling of the eyes and then a forgetting of the

whole idea of significantly upgrading and expanding passenger rail service in the BosWash corridor.

It's for this reason that I will voice my support for Alt. 1. I think the \$65 billion cost is within the realm of what could win the necessary political support to be fully funded by a combination of federal, state, and private money. It also is the alternative which leads to the biggest jump in ridership, with annual intercity passenger increasing from today's 11.7 million to 34 million. Commuter or "regional" ridership also sees a considerable bump.

For the other two alternatives (Alt. 2 & Alt. 3) I think you see a case of diminishing returns on investment. For Alt. 1 if you divide the ridership by cost you get 523,000 passengers for each billion you spend, but in Alt. 2 only another additional 43,000 per each billion after doubling the cost to \$135 billion. Adding \$155 billion in Alt. 3 gets you only another 5 million passengers annually over Alt. 2, at over quadruple the cost of Alt. 1.

True, you do see a big jump in regional ridership 72 million in Alt. 3 compared to Alt. 1; but perhaps this is another reason to "unbundle" projects so that they can be judge on their regional impacts. They could part of a à la carte menu of options to increase regional commuter rail capacity beyond the projects included in Alt. 1.

Overall I think it's important that the projects included in the final alternative be as cost efficient as possible, and that "gold-plating" should be avoided at all costs. It seems to me that the overall project costs and the costs-per-mile for HSR in the USA are much higher than for similar projects overseas. Why is this?

HSR Project Cost Comparison

HS-1 (UK)

Cost: \$8.7 billion

Mileage: 68 miles

Cost per Mile: \$128m

(Includes £800m on St. Pancreas Redevelopment)

Taiwan Shinkansen (Taiwan)

Cost: \$18.0 billion

Mileage: 214 miles

Cost per Mile: \$84m

LGV Est (France)

Cost: \$6.0 billion

Mileage: 256 miles

Cost per Mile: \$23m

(Project also includes an additional 128 miles upgraded 100-mph mainline track)

Hokuriku Shinkansen (Japan)

Cost: \$15.4 billion

Mileage: 179 miles

Cost per Mile: \$86m

(Nagano to Kanazawa with service to Tokyo via the 117km Nagano Shinkansen, planned future extension to Osaka)

HS-2 (UK)

Cost: \$50.1 billion

Mileage: 330 miles

Cost per Mile: \$152m

(Includes Phase One & Two London- to-the-Midlands, connects to Scotland via existing ECML & WCML)

Linear Maglev Chou Shinkansen (Japan)

Cost: \$74.7 billion

Mileage: 178 miles

Cost per Mile: \$420m

California LA-SF HSR Project

Cost: \$68.4 billion

Mileage: 520 miles

Cost per Mile: \$131m

NEC Futures: No Action Alternative

Cost: \$19.9 billion

Mileage: 454 miles

Cost per Mile: \$44m

NEC Futures: Alternative One

Cost: \$64-66 billion

Mileage: 454 miles

Cost per Mile: \$143m

NEC Futures: Alternative Two

Cost: \$131-136 billion

Mileage: 454 miles

Cost per Mile: \$294m

NEC Futures: Alternative Three

Cost: \$267-308

Mileage: 454 miles

Cost per Mile: \$633m

Of course the mountainous terrain of California, the numerous river crossings of the NEC, and the heavily urbanized regions that the proposed HSR projects in the Northeast and California are in part responsible. But still, the alternatives under consideration are not just far higher than the TGV, but much higher than even Shinkansen projects in Taiwan and Japan which are both mountainous and heavily urbanized nations.

Once again I support Alt. 1 because at about \$143m per mile its costs are in line with the cost per mile of Britain's HS-2 which is \$152m per mile adding up to a total project cost of \$50.1 billion.

The history of HSR in the United States is not a happy one, outside the NEC no project as actually succeeded and only recently in California has a project actually reached the construction phase. The future of the California project seems very much uncertain given its falling political support, media hostility, growing public opposition, and that no secure funding source large enough to complete it as currently envisioned as been found.

The NEC of course has been chronically underfunded since the original Metroliner project of the 1960s. While much as been accomplished including the rebuilding seen in the late 70s and early 80s funded by the NECIP funded by Congress in 1976 and next the electrification of the New Haven-Boston segment including the

introduction of the Acela; the corridor overall has suffered from the deferred renewal of aging infrastructure including several major tunnels and bridges.

To date Congress and the various state governments within the corridor have never found the sustain interest or will power to properly fund this vital intercity and commuter rail corridor. A major political sea change would be required for even Alt. 1 with its \$65 billion cost to be implemented successfully, and the far higher costs of Alt. 2 and 3 seem even far more foreboding.

In my opinion Alt. 1 realistically has the best chance of winning the necessary public and political support to be successfully completed. The alternative would bring the NEC up to the level of intercity service seen on the major trunk lines in the UK, where intercity ridership for the West Coast Main Line and Great Western Main Line in 2012 was 30 and 35 million annually. That to me seems good enough for the foreseeable future.

Ways to Expand Capacity at Lower Costs

To reduce costs but increase capacity I think the study should consider ideas like utilizing multi-level trains and alternative terminal stations for intercity service.

In Japan and France growing demand lead to the introduction of double-decker high speed trains like the TGV Duplex which has a 45% greater capacity than single-level TGVs. It's cheaper to run trains carrying more passengers than add new track to add more trains. Train length should also be increase to the maximum allowable by platform lengths. In Britain the Pendelinos of Virgin Trains on the West Coast Mainline are 11-cars long. On the Tokaido Shinkansen the bullet trains are 16-cars long. We must not repeat the mistake of the Acela, which has constrained capacity and stunted ridership and revenue due to its seven car length.

I think to avoid congestion at Penn Station that alternative New York City station sites for Amtrak service should be explored that would supplement but not supplant Penn Station. The SNCF's low-cost TGV service 'Ouigo' uses Marne-la-Vallee (Disneyland Paris) as its Paris terminus; the Réseau Express Régional (RER) rapid rail transit system connects to the rest of the metropolitan region including the central city.

Not all Tokaido Shinkansen trains terminate at Tokyo Station due to capacity constraints. There are 15 Tokyo-

Osaka round trips per hour but only 11 end at Tokyo Station, the other 4 terminate at Shinagawa Station 9km away. Terminating some trains at the newly built Shinagawa Station was cheaper than building more tracks into the city center. The future Tokyo-Nagoya Chuo Shinkansen linear maglev will terminate at a station 40 meters below the existing Shinagawa Station.

My question is do all intercity trains on the NEC need to terminate or transit thru Penn Station? With future increases in capacity south and north of New York City could perhaps additional NEC or Empire Service frequencies terminate at Grand Central Terminal or Hoboken Terminal instead of Penn Station? Both stations have excellent rapid transit connections. At Hoboken the PATH system connects to both Midtown and Downtown Manhattan. It has the Hudson ferries and NJT connections to northern New Jersey. And perhaps one distant day the number 7 Subway will reach Hoboken.

Given that it will take well over a decade to build two new tunnels into Penn Station and then rebuild (taking out of service) the two existing tubes; I could imagine Amtrak competing head on with budget coach services like MegaBus by operating high capacity multi-level trains out of Hoboken to Washington, or Penn Station to Albany-Rensselaer. Packing more passengers into the train thru use of multi-level coaches should allow a lowering of ticket prices that would stimulate ridership while not lowering overall train revenues.

Moving on I feel more should be done to improve the intermodal connection between intercity rail and air travel. We can see from Europe the benefits of including intercity stations in major airports for example at Frankfurt Airport in Germany and Charles de Gaulle Airport in France where direct connections can be made between airlines and ICE/TGV services thanks to codeshare agreements.

Could perhaps NEC intercity services be extended to JFK utilizing the right-of-way of the long "out-of-service" LIRR Rockaway Beach Branch Line? At the very least the existing air-rail connections at Newark Liberty and BWI should be further improved and promoted.

Amtrak's New Haven-Springfield Line is currently being doubled-tracked; it should also I think be electrified as part of the final alternative, eliminating the need to change engines at New Haven. Building a new segment of high speed line between Hartford and Providence via the University of Connecticut in Storrs could provide an alternative path and perhaps replace the need for the 50-mile 'Old Saybrook-Kenyon' new segment currently included in Alt. 1. Some of the additional Boston-NYC frequencies of Alt. 1 could then be routed via Hartford instead of the current coastal route.

Planning for Capacity Beyond 2040

Now the NEC Future DEIS states that Alt. 1 "lacks sufficient additional capacity to support growth in demand after 2040". To that I would propose that given Alt. 3 essentially proposes building an entirely new double-track high speed railway parallel to the existing corridor, then why not spin it off entirely as a completely separate high speed ground transportation link along the lines of the Shinkansen?

Such new transport line could be conventional steel-wheel on steel-rail high speed rail technology or perhaps a new technology like the Japanese Linear Maglev or even Elon Musk's Hyperloop. And it could be a project led by the private sector with perhaps some public financial assistance and... right-of-way.

Currently there is an ongoing DEIS of a proposed maglev line connecting Washington DC, BWI Airport, and Baltimore. The plans of the private company Northeast Maglev to eventually extend this "demonstration line" northward to New York City. Could the NEC Future EIS be completed in such a way that would show a path forward for either conventional very high speed rail service or the SCMAGLEV NYC-DC proposal?

The "new segment" right-of-way laid out in Alt. 3 including the new downtown routings and city center stations could still if included in the final EIS, configured for use by a future Shinkansen or maglev system even if Alt. 1 is selected as the primary alternative.

If one-day after 2040 demand exceeds the capacity of the conventional NEC, then creating additional capacity by constructing an entirely new high speed ground transport line will be much more economically possible if much of the necessary planning and even land acquisition has been completed.

Conclusion

In my opinion Alt. 1 provides the "best bang for the buck" and should be the final alternative chosen. The costs of Alt. 2 and 3 are so high that I fear public and political support would not be forthcoming. In addition, the

biggest jump in intercity ridership occurs in Alt. 1 and despite the many tens of billions spent ridership only marginally increases in Alt. 2 and 3, a case of diminishing returns.

I will indulge in the hope that the NEC Future EIS will win broad public support and thus liberal funding and not suffer the fate of so many other HSR studies in this nation.

Sincerely,

Benjamin J. Turon

Attachments : NEC Future Written Comments 2016-02-14.pdf (551 kb)

Benjamin J. Turon

~~LEWIS STREET~~
Ballston Spa, NY
12020

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

Dear Sir,

I would like to thank the individuals and organizations including Amtrak and the FRA who have done so much hard work to get the 'NEC Future' EIS up to this point. I have try to carefully study the facts and proposals set forth in the DEIS documents

Alternatives Costs/Benefits

To make costs more political palatable I think projects contained within the final recommended alternative should be "unbundled", so that each project can be judge individually on the merits of their costs/benefits.

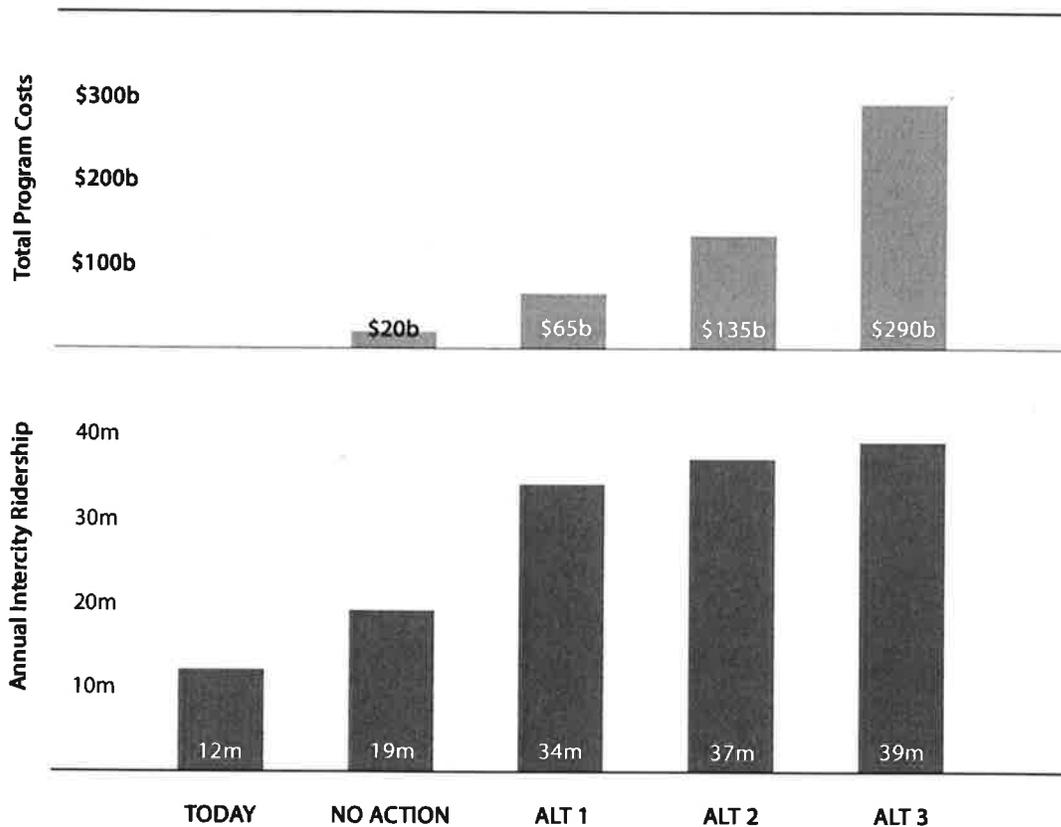
The very large estimates for the various alternatives total project program costs I feel run the risk of being very off putting to the general public. Likely the average man and woman on street is not predisposed to support or comprehend a single public works project costing not just many tens of billions, but hundreds of billions of dollars. The falling public support for California's HSR project seems to be directly a result of its very high price of the final system, which has escalated much from its original estimates.

Breaking down the final alternative into specific individual projects with individual cost and benefit estimates for each project should make the scheme for building HSR in the NEC much easier to understand for the average citizen, and hopefully lead to greater public support.

I myself am very concern about the costs of the three alternatives under consideration. I thought that in Amtrak’s earlier “A Vision for High-Speed Rail” the proposal project cost of \$151 billion was far too high to win public support. The \$290 billion cost of Alt. 3 in this DEIS is mind blowing even to a fierce HSR supporter such as myself. I think the general reaction among the public will be a rolling of the eyes and then a forgetting of the whole idea of significantly upgrading and expanding passenger rail service in the BosWash corridor.

It’s for this reason that I will voice my support for Alt. 1. I think the \$65 billion cost is within the realm of what could win the necessary political support to be fully funded by a combination of federal, state, and private money. It also is the alternative which leads to the biggest jump in ridership, with annual intercity passenger increasing from today’s 11.7 million to 34 million. Commuter or “regional” ridership also sees a considerable bump.

NEC FUTURE RIDERSHIP & COST COMPARISON



For the other two alternatives (Alt. 2 & Alt. 3) I think you see a case of diminishing returns on investment. For Alt. 1 if you divide the ridership by cost you get 523,000 passengers for each billion you spend, but in Alt. 2 only another additional 43,000 per each billion after doubling the cost to \$135 billion. Adding \$155 billion in Alt. 3 gets you only another 5 million passengers annually over Alt. 2, at over quadruple the cost of Alt. 1.

True, you do see a big jump in regional ridership 72 million in Alt. 3 compared to Alt. 1; but perhaps this is another reason to “unbundle” projects so that they can be judge on their regional impacts. They could part of a à la carte menu of options to increase regional commuter rail capacity beyond the projects included in Alt. 1.

Overall I think it’s important that the projects included in the final alternative be as cost efficient as possible, and that “gold-plating” should be avoided at all costs. It seems to me that the overall project costs and the costs-per-mile for HSR in the USA are much higher than for similar projects overseas. Why is this?

HSR Project Cost Comparison

HS-1 (UK)

Cost: \$8.7 billion
Mileage: 68 miles
Cost per Mile: \$128m
(Includes £800m on St. Pancras Redevelopment)

Taiwan Shinkansen (Taiwan)

Cost: \$18.0 billion
Mileage: 214 miles
Cost per Mile: \$84m

LGV Est (France)

Cost: \$6.0 billion
Mileage: 256 miles
Cost per Mile: \$23m
(Project also includes an additional 128 miles upgraded 100-mph mainline track)

Hokuriku Shinkansen (Japan)

Cost: \$15.4 billion
Mileage: 179 miles
Cost per Mile: \$86m
(Nagano to Kanazawa with service to Tokyo via the 117km Nagano Shinkansen, planned future extension to Osaka)

HS-2 (UK)

Cost: \$50.1 billion
Mileage: 330 miles
Cost per Mile: \$152m
(Includes Phase One & Two London- to-the-Midlands, connects to Scotland via existing ECML & WCML)

Linear Maglev Chou Shinkansen (Japan)

Cost: \$74.7 billion
Mileage: 178 miles
Cost per Mile: \$420m

California LA-SF HSR Project

Cost: \$68.4 billion
Mileage: 520 miles
Cost per Mile: \$131m

NEC Futures: No Action Alternative

Cost: \$19.9 billion
Mileage: 454 miles
Cost per Mile: \$44m

NEC Futures: Alternative One

Cost: \$64-66 billion
Mileage: 454 miles
Cost per Mile: \$143m

NEC Futures: Alternative Two

Cost: \$131-136 billion
Mileage: 454 miles
Cost per Mile: \$294m

NEC Futures: Alternative Three

Cost: \$267-308
Mileage: 454 miles
Cost per Mile: \$633m

Of course the mountainous terrain of California, the numerous river crossings of the NEC, and the heavily urbanized regions that the proposed HSR projects in the Northeast and California are in part responsible. But still, the alternatives under consideration are not just far higher than the TGV, but much higher than even Shinkansen projects in Taiwan and Japan which are both mountainous and heavily urbanized nations.

Once again I support Alt. 1 because at about \$143m per mile its costs are in line with the cost per mile of Britain's HS-2 which is \$152m per mile adding up to a total project cost of \$50.1 billion.

The history of HSR in the United States is not a happy one, outside the NEC no project as actually succeeded and only recently in California has a project actually reached the construction phase. The future of the California project seems very much uncertain given its falling political support, media hostility, growing public opposition, and that no secure funding source large enough to complete it as currently envisioned as been found.

The NEC of course has been chronically underfunded since the original Metroliner project of the 1960s. While much as been accomplished including the rebuilding seen in the late 70s and early 80s funded by the NECIP funded by Congress in 1976 and next the electrification of the New Haven-Boston segment including the introduction of the Acela; the corridor overall has suffered from the deferred renewal of aging infrastructure including several major tunnels and bridges.

To date Congress and the various state governments within the corridor have never found the sustain interest or will power to properly fund this vital intercity and commuter rail corridor. A major political sea change would be required for even Alt. 1 with its \$65 billion cost to be implemented successfully, and the far higher costs of Alt. 2 and 3 seem even far more foreboding.

In my opinion Alt. 1 realistically has the best chance of winning the necessary public and political support to be successfully completed. The alternative would bring the NEC up to the level of intercity service seen on the major trunk lines in the UK, where intercity ridership for the West Coast Main Line and Great Western Main Line in 2012 was 30 and 35 million annually. That to me seems good enough for the foreseeable future.

Ways to Expand Capacity at Lower Costs

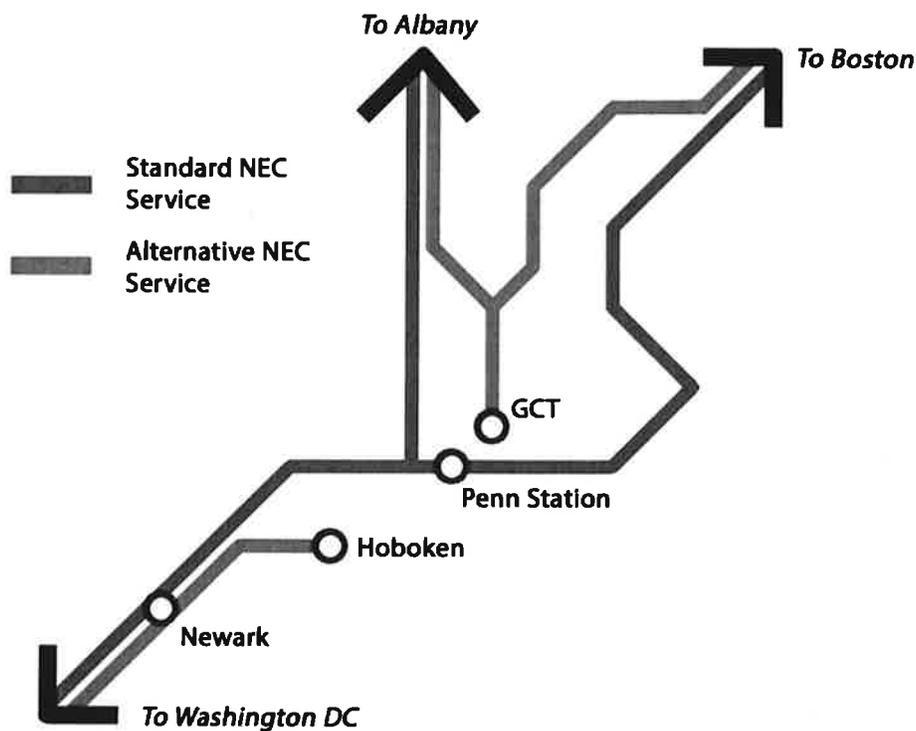
To reduce costs but increase capacity I think the study should consider ideas like utilizing multi-level trains and alternative terminal stations for intercity service.

In Japan and France growing demand lead to the introduction of double-decker high speed trains like the TGV Duplex which has a 45% greater capacity than single-level TGVs. It's cheaper to run trains carrying more passengers than add new track to add more trains. Train length should also be increased to the maximum allowable by platform lengths. In Britain the Pendelinos of Virgin Trains on the West Coast Mainline are 11-cars long. On the Tōkaidō Shinkansen the bullet trains are 16-cars long. We must not repeat the mistake of the Acela, which has constrained capacity and stunted ridership and revenue due to its seven car length.

I think to avoid congestion at Penn Station that alternative New York City station sites for Amtrak service should be explored that would supplement but not supplant Penn Station. The SNCF's low-cost TGV service 'Ouigo' uses Marne-la-Vallée (Disneyland Paris) as its Paris terminus; the Réseau Express Régional (RER) rapid rail transit system connects to the rest of the metropolitan region including the central city.

Not all Tōkaidō Shinkansen trains terminate at Tokyo Station due to capacity constraints. There are 15 Tokyo-Osaka round trips per hour but only 11 end at Tokyo Station, the other 4 terminate at Shinagawa Station 9km away. Terminating some trains at the newly built Shinagawa Station was cheaper than building more tracks into the city center. The future Tokyo-Nagoya Chuo Shinkansen linear maglev will terminate at a station 40 meters below the existing Shinagawa Station.

My question is do all intercity trains on the NEC need to terminate or transit thru Penn Station? With future increases in capacity south and north of New York City could perhaps additional NEC or Empire Service frequencies terminate at Grand Central Terminal or Hoboken Terminal instead of Penn Station? Both stations have excellent rapid transit connections. At Hoboken the PATH system connects to both Midtown and Downtown Manhattan. It has the Hudson ferries and NJT connections to northern New Jersey. And perhaps one distant day the number 7 Subway will reach Hoboken.

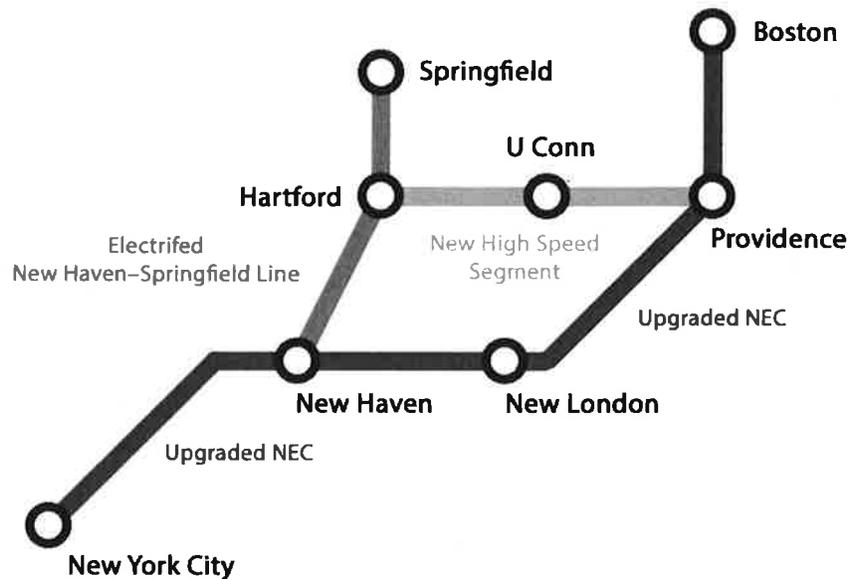


Given that it will take well over a decade to build two new tunnels into Penn Station and then rebuild (taking out of service) the two existing tubes; I could imagine Amtrak competing head on with budget coach services like MegaBus by operating high capacity multi-level trains out of Hoboken to Washington, or Penn Station to Albany-Rensselaer. Packing more passengers into the train thru use of multi-level coaches should allow a lowering of ticket prices that would stimulate ridership while not lowering overall train revenues.

Moving on I feel more should be done to improve the intermodal connection between intercity rail and air travel. We can see from Europe the benefits of including intercity stations in major airports for example at Frankfurt Airport in Germany and Charles de Gaulle Airport in France where direct connections can be made between airlines and ICE/TGV services thanks to codeshare agreements.

Could perhaps NEC intercity services be extended to JFK utilizing the right-of-way of the long "out-of-service" LIRR Rockaway Beach Branch Line? At the very least the existing air-rail connections at Newark Liberty and BWI should be further improved and promoted.

Amtrak's New Haven–Springfield Line is currently being doubled-tracked; it should also I think be electrified as part of the final alternative, eliminating the need to change engines at New Haven. Building a new segment of high speed line between Hartford and Providence via the University of Connecticut in Storrs could provide an alternative path and perhaps replace the need for the 50-mile 'Old Saybrook-Kenyon' new segment currently included in Alt. 1. Some of the additional Boston-NYC frequencies of Alt. 1 could then be routed via Hartford instead of the current coastal route.



Planning for Capacity Beyond 2040

Now the NEC Future DEIS states that Alt. 1 “lacks sufficient additional capacity to support growth in demand after 2040”. To that I would propose that given Alt. 3 essentially proposes building an entirely new double-track high speed railway parallel to the existing corridor, then why not spin it off entirely as a completely separate high speed ground transportation link along the lines of the Shinkansen?

Such new transport line could be conventional steel-wheel on steel-rail high speed rail technology or perhaps a new technology like the Japanese Linear Maglev or even Elon Musk's Hyperloop. And it could be a project led by the private sector with perhaps some public financial assistance and... right-of-way.

Currently there is an ongoing DEIS of a proposed maglev line connecting Washington DC, BWI Airport, and Baltimore. The plans of the private company Northeast Maglev to eventually extend this “demonstration line” northward to New York City. Could the NEC Future EIS be completed in such a way that would show a path forward for either conventional very high speed rail service or the SCMAGLEV NYC-DC proposal?

The “new segment” right-of-way laid out in Alt. 3 including the new downtown routings and city center stations could still if included in the final EIS, configured for use by a future Shinkansen or maglev system even if Alt. 1 is selected as the primary alternative.

If one-day after 2040 demand exceeds the capacity of the conventional NEC, then creating additional capacity by constructing an entirely new high speed ground transport line will be much more economically possible if much of the necessary planning and even land acquisition has been completed.

Conclusion

In my opinion Alt. 1 provides the “best bang for the buck” and should be the final alternative chosen. The costs of Alt. 2 and 3 are so high that I fear public and political support would not be forth coming. In addition, the biggest jump in intercity ridership occurs in Alt. 1 and despite the many tens of billions spent ridership only marginally increases in Alt. 2 and 3, a case of diminishing returns.

I will indulge in the hope that the NEC Future EIS will win broad public support and thus liberal funding and not suffer the fate of so many other HSR studies in this nation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Benjamin J. Turon', written in a cursive style.

Benjamin J. Turon

NEC DEIS Comments - RECORD #465 DETAIL

Status :

Action Complete

Record Date :

2/1/2016

First Name :

Josephine

Last Name :

Tuttle

Stakeholder Comments/Issues :

No train ! No plan will be accepted by me for this awful request. Please save Old Lyme from this intrusion.

NEC DEIS Comments - RECORD #3067 DETAIL

Status : Unread
Record Date : 2/17/2016
First Name : Edie
Last Name : Twining

Stakeholder Comments/Issues :

I am in favor of train travel whole heartedly. But the proposed Alt 1 option is an expensive gesture that does not justify its cost. It relocates the train route away from the shoreline which will increase I95 traffic. Auto traffic along the highway is already over crowded. Making the shoreline less accessible by train is therefor not of use to this area.

If the aim is to improve train travel through CT we need an option that can actually do this in a substantial way. Cutting half an hour off travel time is not substantial enough to justify demolishing an art academy and bisecting a town center. Please do not approve this Alt 1 proposal.

Edie Twining

[REDACTED]

[REDACTED]

[REDACTED]

Newton, MA 02464

[REDACTED]

[REDACTED]

NEC DEIS Comments - RECORD #829 DETAIL

Status :

████████████████████

Record Date :

2/11/2016

First Name :

Edith

Last Name :

Twining

Stakeholder Comments/Issues :

As an old Lyme resident and a traveler on Amtrak I strongly oppose the alternate 1 proposal to reroute the train tracks through the center of old Lyme. Not only does it destroy the historic areas of our town but it only shaves 20 minutes off the entire travel time from New York to Boston. In an effort to straighten out track for a high speed rail it also removes one of the most scenic rides along this corridor as well as forgoes local shoreline stops after Old Saybrook. I urge the FRA to rethink this specific proposal, Alt. 1. If such a significant amount of funds only shortens the trip by 20 minutes where is the value gained? Especially at the cost of the destruction of the historic district of Old Lyme