



Comment Summary Report

Appendix Part 2: E-K

July 2016



U.S. Department
of Transportation

**Federal Railroad
Administration**

COMMENT SUMMARY REPORT APPENDIX:

Comments Submitted on the Tier 1 Draft EIS

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

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

NEC DEIS Comments - RECORD #1775 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Katherine

Last Name :

E

Stakeholder Comments/Issues :

No to Alternative 1.

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

NEC DEIS Comments - RECORD #1596 DETAIL

Status :

Record Date : 2/15/2016

First Name : Owen

Last Name : Eagan

Stakeholder Comments/Issues :

Dear Federal Railroad Administration,

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

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

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

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

Thank you for your time.

Sincerely,

Owen R. Eagan

NEC DEIS Comments - RECORD #662 DETAIL

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

To whom it may concern:

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

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

Sincerely,

Ajax Eastman

12 E. Lake Ave

Baltimore, MD 21212

410-328-2000

NEC DEIS Comments - RECORD #374 DETAIL

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

Friends,

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

Thank you!

Eric Weis

--

Eric Weis, Trail Program Coordinator

East Coast Greenway Alliance

76 Dorrance St, ste 301

Providence, RI 02903

401-450-7155 (mobile)

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

eric@greenway.org <<mailto:eric@greenway.org>>

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



January 29, 2016

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

RE: Tier 1 Draft Environmental Impact Statement

To Whom it May Concern:

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

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

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

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

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

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

Sincerely,

Dennis Markatos-Soriano
Executive Director

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Executive Director

Dennis Markatos-Soriano



NEC DEIS Comments - RECORD #2093 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Eileen

Last Name :

Eder

Stakeholder Comments/Issues :

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

EDISON PROPERTIES



February 10, 2016

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

Re: Comments on NEC Future Tier 1 Environmental Impact Study

To Whom it May Concern:

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

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


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

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

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

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

Sincerely,

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

Jerome Gottesman
Chairman

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

NEC DEIS Comments - RECORD #665 DETAIL

Status :

Record Date : 2/10/2016

First Name : Jerome

Last Name : Gottesman

Stakeholder Comments/Issues :

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

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

how the initiation of this desirable improvement can be accelerated.

NEC DEIS Comments - RECORD #636 DETAIL

Status :

Action Complete

Record Date :

2/9/2016

First Name :

Julie

Last Name :

Edmondson

Stakeholder Comments/Issues :

Hi

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

NEC DEIS Comments - RECORD #1364 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Pamela

Last Name :

Edson

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1412 DETAIL

Status :

Action Complete

Record Date :

2/14/2016

First Name :

Alex

Last Name :

Edwards

Stakeholder Comments/Issues :

Opposed to Alternative 1 for the higher speed rail.

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

MR. EDWARDS: I'll try.

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

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

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

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

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

Thank you.

THE MODERATOR: Thank you.

NEC DEIS Comments - RECORD #77 DETAIL

Status : Pending
Record Date : 12/17/2015
First Name : Cliff
Last Name : Edwards
Stakeholder Comments/Issues :

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

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

NEC DEIS Comments - RECORD #1450 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Clare

Last Name :

Edwards

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2211 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Desiree

Last Name :

Edwards

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1646 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Erica

Last Name :

Edwards

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1408 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Rachel

Last Name :

Edwards

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1271 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Walter

Last Name :

Eells

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2915 DETAIL

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

Dear FRA:

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

Paul

--

Paul Haven
Environmental and Energy Study Institute - Policy Fellow

202.662-1835

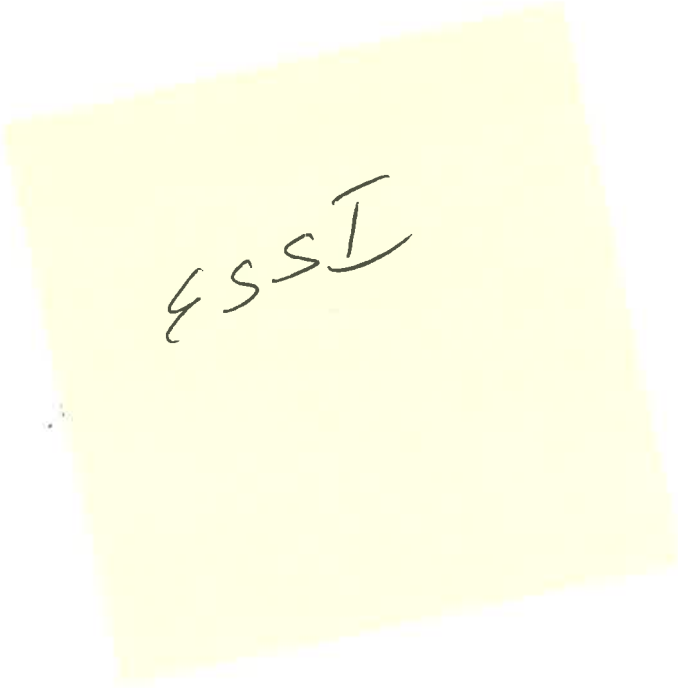
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To FRA:

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

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

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

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

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

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

Best Regards,

Paul Haven

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

NEC DEIS Comments - RECORD #2861 DETAIL**Status :****Record Date :** 2/16/2016**First Name :** Paul**Last Name :** Haven**Stakeholder Comments/Issues :**

To FRA:

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

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

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

Best Regards,

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

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

NEC DEIS Comments - RECORD #2966 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Joshua

Last Name :

Ehresman

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #640 DETAIL

Status :

Action Complete

Record Date :

2/9/2016

First Name :

Pamela

Last Name :

Ehrlich

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1927 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Edward

Last Name :

Eilertsen

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #603 DETAIL

Status : Action Completed

Record Date : 2/8/2016

First Name : Peter

Last Name : Eio

Stakeholder Comments/Issues :

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

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

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

Peter Eio,
Old Lyme.

NEC DEIS Comments - RECORD #2199 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Demissew

Last Name :

Ejara

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2988 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : estrid

Last Name : eklof

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2416 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Khursheed

Last Name : Ekram

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #518 DETAIL

Status : Action Completed

Record Date : 2/3/2016

First Name : Maryam

Last Name : Elahi

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2789 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Matt & Linda

Last Name : Elgart

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2280 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Karim
Last Name : Elhaddad
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1259 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Martin
Last Name : Ellen
Stakeholder Comments/Issues :

To whom it may concern

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

NEC DEIS Comments - RECORD #1598 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Catherine
Last Name : Elliott

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2008 DETAIL

Status : Action Completed
Record Date : 2/15/2016
First Name : Cathy
Last Name : Elliott
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

P R O C E E D I N G S

(5:01 p.m.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(5:31 p.m.)

NEC DEIS Comments - RECORD #459 DETAIL

Status : Action Completed
Record Date : 2/1/2016
First Name : Michael
Last Name : Ellis
Stakeholder Comments/Issues :

To whom it may concern,

I have recently been made aware of a proposal to have a high speed rail line run through most of Long Island, but my concern is relayed to Garden City in particular.

I believe this would be a safety issue, and would only add to an area that is already congested with traffic. I also do not believe we have been provided sufficient information on this project as a whole.

I oppose this plan as it will have a negative impact on my community.

Sincerely,

Michael Ellis [REDACTED] Garden City, NY

Sent from my Verizon Wireless 4G LTE smartphone

NEC DEIS Comments - RECORD #2805 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Robin

Last Name :

Ellis

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #686 DETAIL

Status :

Record Date : 2/10/2016

First Name : Robert C.

Last Name : Elvander

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,
Robert C. Elvander

[REDACTED]

Laurel, MD 20707

NEC DEIS Comments - RECORD #1272 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Anne
Last Name : Elvgren
Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1347 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Dwight

Last Name :

Ely

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2263 DETAIL

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

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

NEC DEIS Comments - RECORD #1531 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Matthew G.

Last Name :

Ely III MD

Stakeholder Comments/Issues :

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

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

NEC DEIS Comments - RECORD #1036 DETAIL**Status :**~~Action Completed~~**Record Date :**

2/12/2016

First Name :

Ruth

Last Name :

Emblin

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #670 DETAIL

Status :

Action Completed

Record Date :

2/10/2016

First Name :

Dianne

Last Name :

Embree

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #509 DETAIL

Status : Action Completed
Record Date : 2/2/2016
First Name : Paula
Last Name : Emery
Stakeholder Comments/Issues :

This is absolutely irresponsible and unthinkable.

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

NEC DEIS Comments - RECORD #1603 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Last Name :

enak

Stakeholder Comments/Issues :

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

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

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

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

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

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

Sincerely,

Elaine Nakash

NEC DEIS Comments - RECORD #2806 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Candace

Last Name : Engdall

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #675 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Jean

Last Name : Engelke

Stakeholder Comments/Issues :

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

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

Jean Engelke

1213 Haverwood Road

Baltimore, MD 21218

NEC DEIS Comments - RECORD #2313 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Shaun

Last Name :

English

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

Please consider my opinion!!

NEC DEIS Comments - RECORD #1978 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Dolores

Last Name : Ennico

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #21 DETAIL

Status : Action Completed

Record Date : 11/16/2015

First Name : Bill

Last Name : Ensinger

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

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

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

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

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

Attachments : BillEnsinger Original.pdf (2 kb)

NEC DEIS Comments - RECORD #21 DETAIL

Status :

Unread

Record Date :

11/16/2015

First Name :

Bill

Last Name :

Ensinger

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

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

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

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

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

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

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

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

HEARING OFFICER SIEGEL: Thank you very much.
You're up.

**Empire
Passengers**



**State
Association**

February 16, 2016

NEC FUTURE

Rebecca Reyes-Alicea

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

RE: Draft NEC EIS

Dear Ms. Reyes-Alicea:

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

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

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

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

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

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

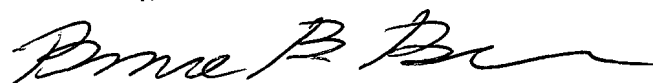
Regardless of the infrastructure improvements which may occur in the future, it is vitally important that the operators of the various levels of service to be provided on the NEC be funded so that adequate equipment is available to meet the new passenger demand. Limiting train consists to accommodate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

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

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

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

Sincerely,



Bruce B. Becker
President

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



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

Office of the Associate Administrator
for Airports

800 Independence Ave., SW.
Washington, DC 20591

DEC 30 2015

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

Dear Ms. Reyes-Alicea:

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

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

- **New England Region**: Ms. Mary Walsh, Manager, New England Regional Airports Division, Mary.Walsh@faa.gov or (781) 238-7603; and
- **Eastern Region**: Mr. Steve Urlass, Manager, Eastern Regional Airports Division, Steve.Urlass@faa.gov or (718) 553-3125.

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

Sincerely,

Eduardo A. Angeles
Associate Administrator
for Airports

Enclosure

Comment/Response Matrix

Tier 1 Draft EIS for NEC FUTURE, Federal Railroad Administration

Reviewer/Organization: Federal Aviation Administration, Office of Airports

Date: 12/29/15

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

Comment/Response Matrix

Tier 1 Draft EIS for NEC FUTURE, Federal Railroad Administration

Reviewer/Organization: Federal Aviation Administration, Office of Airports

Date: 12/29/15

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

NEC DEIS Comments - RECORD #1947 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Jeffrey

Last Name :

Facinelli

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1082 DETAIL

Status : ~~Action Completed~~

Record Date : 2/12/2016

First Name : Tani

Last Name : Faenza

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #950 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Kelly

Last Name : Fagan

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,
Kelly Fagan

NEC DEIS Comments - RECORD #174 DETAIL

Status : Pending

Record Date : 1/14/2016

First Name : Corrinne

Last Name : Fahl

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #679 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Cheryl

Last Name : Fahlman

Stakeholder Comments/Issues :

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

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Sincerely,

Cheryl Fahlman

NEC DEIS Comments - RECORD #164 DETAIL

Status : Pending

Record Date : 1/13/2016

First Name : Diane

Last Name : Fairben

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #694 DETAIL

Status : Action Complete

Record Date : 2/10/2016

First Name : Christopher

Last Name : Bruhl

Stakeholder Comments/Issues :

Rebecca,

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

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

Regards,

Tanya Court

Tanya M. Court

Director, Public Policy and Programs

The Business Council of Fairfield County

One Landmark Square, Suite 300

Stamford, CT 06901

Telephone: 203-705-0668

Fax: 203-967-8294

email: tcourt@businessfairfield.com

Attachments :

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

February 9, 2016

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

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

RE: Northeast Corridor Tier 1 Environmental Impact Statement

Dear Administrator Feinberg:

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

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

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

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

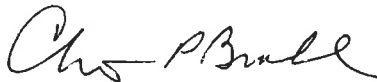
If we are correct, how will those additional alternatives be considered in the Tiered EIS process? Who must initiate the request for a Tier 1 Supplemental EIS (SEIS)? If we misunderstand the options, can you explain to us the process by which alternatives not included at all in Tier 1 can be considered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

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

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

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Bruhl". The signature is fluid and cursive, with a large initial "C" and "B".

Christopher Bruhl
President & CEO

NEC DEIS Comments - RECORD #1833 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Ziad

Last Name :

Fakhoury

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

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

Date: Feb 11 2016

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

RE: Federal Rail Administration NEC Draft Plans

To Whom It May Concern:

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

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

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

Sincerely,

James W. Fairfield-Sonn Jr.

Additional Comments:

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

Name James W. Fairfield-Soren, Sr.
Address [REDACTED]
City [REDACTED]
Date: 2/11/16

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

RE: Federal Rail Administration NEC Draft Plans

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Sincerely,

James W. Fairfield-Soren

Additional Comments:

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

Name John T. Fairfield-Soren
Address [REDACTED]
City [REDACTED]
Date: February 11, 2016

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

RE: Federal Rail Administration NEC Draft Plans

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

Sincerely,

John T. Fairfield-Soren

Additional Comments:

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

Name Lynn G. Fairfield-Sonn

Address [REDACTED]

City [REDACTED]

Date: February 11, 2016

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

RE: Federal Rail Administration NEC Draft Plans

To Whom It May Concern:

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

Sincerely,

Lynn G. Fairfield-Sonn

Additional Comments:

We just had someone killed on the tracks that are not near the town - imagine the liability if it ran through the town with the

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

traffic - Please use the current tracks -

NEC DEIS Comments - RECORD #2361 DETAIL

Status : ~~Action Complete~~

Record Date : 2/15/2016

First Name : Jen

Last Name : Fallon

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1254 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Jennifer

Last Name : Fallon

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2050 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Angela

Last Name :

Falstrom

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2449 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : John

Last Name : Falstrom

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #398 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Steve

Last Name : Fanelli

Stakeholder Comments/Issues :

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

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

My vote is NO !!

NEC DEIS Comments - RECORD #1589 DETAIL

Status :

~~When Complete~~

Record Date :

2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

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

Sent from my iPad

NEC DEIS Comments - RECORD #266 DETAIL

Status :

Action Completed

Record Date :

1/25/2016

First Name :

Ned

Last Name :

Farman

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1413 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Kellianne

Last Name : Farnham

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2200 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Joseph

Last Name :

Farricielli

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

Next speaker is Anstress Farwell.

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

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

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

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

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

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

MS. FARWELL: Thank you.

The next speaker is Donna Farvard.

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

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

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

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

HEARING OFFICER SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1840 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Barry

Last Name : Faticoni

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1764 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

John

Last Name :

Faugno

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2260 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Kenneth
Last Name : Faustine
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1083 DETAIL

Status :

~~Action Completed~~

Record Date : 2/12/2016

First Name : Kathy

Last Name : Feakins

Stakeholder Comments/Issues :

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

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

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

NEC DEIS Comments - RECORD #1411 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Ken

Last Name : Fearnley

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #909 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Austin

Last Name : Feeney

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1258 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : ma r

Last Name : feeney

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #618 DETAIL

Status : Action Completed

Record Date : 2/8/2016

First Name : Andrea

Last Name : Feinberg

Stakeholder Comments/Issues :

I am a resident of the Town of Old Lyme. I am writing to express my concern with and opposition to the Alternative 1 of the draft EIS for the NEC plan to improve rail service.

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

This plan would impact our only commercial area, which houses our grocery store, pharmacy and many small businesses.

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

This plan would completely change, for the worse, our town which is now a quintessential New England town.

This plan could potentially impact the historic District, our schools, wetlands, rivers and have a drastic economic effect on the town and its' citizens.

Andrea Feinberg

NEC DEIS Comments - RECORD #2932 DETAIL

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

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

NEC DEIS Comments - RECORD #2174 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Martin
Last Name : Fenelon
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #635 DETAIL

Status : ~~Action Complete~~

Record Date : 2/9/2016

First Name : Andrea

Last Name : Fenn

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2409 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Alan

Last Name : Ferdinandsen

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

As a graduate of the University of New Haven and a past Alumni Association President, I oppose Alternative 1 of the Northeast Corridor futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1195 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Evelyn
Last Name : Ferguson-5Foxc

Stakeholder Comments/Issues :

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

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



Regarding ^{Action} Alternative 3 - NY/LT route

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

^{the} ^{very} densely populated areas of Western Nassau County and Queens?

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

Name: Wendy Fernandez
Address: [Redacted]
Floral Park, NY 11001
Email: YABIZ1@ [Redacted].com



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!

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

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

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

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

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

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

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

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

Thank you.

THE MODERATOR: Thank you very much.

NEC DEIS Comments - RECORD #2397 DETAIL

Status : Action Complete

Record Date : 2/15/2016

First Name : J

Last Name : Ferragamo

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1380 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Louise

Last Name :

Ferrebee

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #39 DETAIL

Status :

Record Date :

12/3/2015

First Name :

Peter

Last Name :

Ferris

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #121 DETAIL

Status : Pending
Record Date : 1/7/2016
First Name : Ejlal
Last Name : Feuer

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1760 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Elizabeth

Last Name :

Field

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2875 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Heidi

Last Name : Fields

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1467 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Jill

Last Name : Filbert

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #820 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Barbara

Last Name : Filigenzi

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

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

This proposal would destroy 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. Many species need these large areas of undisturbed forest. Alternate plan 3 would destroy this valuable wildlife habitat in a region of Maryland where development has taken, and continues to take, an immense toll on natural resources. By choosing Alternate 3 there would be damage to the ecological integrity of the largest remaining forest block in central Maryland which was recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006. It got this recognition because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

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

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

Sincerely,

Barbara Filigenzi

[REDACTED]

Gambrills, MD 21054

NEC DEIS Comments - RECORD #1217 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Cynthia

Last Name : Finley

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #350 DETAIL

Status : Action Completed

Record Date : 1/28/2016

First Name : Robert

Last Name : Finnegan

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2066 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Anne Marie

Last Name : Finneran

Stakeholder Comments/Issues :

Why disturb the town of Old Lyme in order to expand the railroad?

The people of Old Lyme strongly protest this project.

This town has been an art center for centuries , a historic landmark ,peaceful , a welcome retreat for all to enjoy. Find an open space.....do not destroy Old Lyme, Ct.

NEC DEIS Comments - RECORD #2453 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Elizabeth

Last Name : Fiorillo

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #134 DETAIL

Status : Pending
Record Date : 1/11/2016
First Name : Matthew
Last Name : Firth
Stakeholder Comments/Issues :

Good afternoon,

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

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

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

Thank you in advance for your help.

Kind regards.

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

NEC DEIS Comments - RECORD #687 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Elizabeth

Last Name : Fisher

Stakeholder Comments/Issues :

Dear Ms. Braegelmann,

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

Thank you for your consideration.

Liz Fisher

Elizabeth Fisher

6349 Tunis Mills Rd. Easton MD 21601

410-822-6305

NEC DEIS Comments - RECORD #1728 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Emily

Last Name :

Fisher

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2152 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Rich

Last Name :

Fisk

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1492 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Diana

Last Name :

Fiske

Stakeholder Comments/Issues :

To whom it may concern.

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

NEC DEIS Comments - RECORD #963 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Edward D.

Last Name : Fiske

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1001 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

D. Geoffrey

Last Name :

Fitton

Stakeholder Comments/Issues :

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

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

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

NEC DEIS Comments - RECORD #880 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Joan

Last Name :

Fitton

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2341 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Dianne

Last Name :

Fitzgerald

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2311 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Kathleen

Last Name :

Fitzgerald

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2084 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Kit

Last Name : Fitzgerald

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2865 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : William

Last Name : Fitzgerald

Stakeholder Comments/Issues :

Towhom it may concern: Please examine the attached letter which expresses our strong objections to the poorly planned and misguided Alternative 1 high-speed rail track scheme that has been rashly proposed by the Federal Railroad Authority (FRA) in their Northeast Corridor (NEC) Future plan. We have sent a similar letters to our local, state and federal elected representatives. We trust that our voice and concerns will be heeded.

Sincerely,

William and Patricia Fitzgerald,

[Redacted Signature]

Old Lyme, CT 06340

William and Patricia Fitzgerald

12 Neck Road, P.O. Box 613

Old Lyme, CT 06371

February 16, 2016

To whom it may concern:

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

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

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

Sincerely yours,
William and Patricia Fitzgerald

NEC DEIS Comments - RECORD #1430 DETAIL

Status : Action Complete

Record Date : 2/14/2016

First Name : Cathy

Last Name : Flanagan Locke

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2848 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Lily

Last Name : Flannigan

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2512 DETAIL

Status : ~~Action Complete~~

Record Date : 2/16/2016

First Name : Nina

Last Name : Flay

Stakeholder Comments/Issues :

I am opposed to alternative I.

NEC DEIS Comments - RECORD #850 DETAIL

Status : Action Complete

Record Date : 2/11/2016

First Name : Andrew

Last Name : Fleming

Stakeholder Comments/Issues :

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

Dear Ms. Braegelmann:

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

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

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds. * Refuges are established for the protection of wildlife and their habitat. Deciding to ignore the reasons refuges and other similar places are established is disrespectful to the American people.*

* Our descendants have a right to see beautiful and natural places, and to disregard that for the ease and convenience of an avoidable scenario is a bad idea.*

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

NEC DEIS Comments - RECORD #141 DETAIL

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

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

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

1. The Hudson Tunnel Project.-Although the construction will reduce rail capacity in the present, this project is vital to both maintain physical plant and increase traffic flow on a vital artery of rail infrastructure on the Northeast Corridor.
2. Replacement of the Connecticut River Bridge-This bridge currently faces speed restrictions of 45 MPH. Improvement of this key bridge awaits FRA approval and funding.
3. New Trains to Increase Capacity- Ridership is up on the Northeast Corridor, and new trains that are faster than the current Acela and have greater capacity will keep the trend of ridership growing.
4. 30th Street Station Improvement- 30th Street Station is truly a beautiful and historic station and I am in full support of Amtrak making this historic structure more marketable and more accessible.
5. Boston South Station Expansion- Boston South Station is, as well, a beautiful and historic structure. I am in full support of the FRA grant to study the need for more track capacity at the station. I applaud Amtrak and MassDOT working together for the needs of increased passenger service at South Station.

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

NEC DEIS Comments - RECORD #1388 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Joyce

Last Name : Flinter

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1871 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Andrew

Last Name : Fliss

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

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

MAYOR
THOMAS J. TWEEDY

TRUSTEE
JAMES E. RHATIGAN

TRUSTEE
DOMINICK A. LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
Dr. LYNN POMBONYO



EMAIL TO
MARC RUSSO

VILLAGE ADMINISTRATOR
GERALD BAMBRICK, ESQ

VILLAGE CLERK
SUSAN E. WALSH

**SUPERINTENDENT PUBLIC
WORKS**
STEPHEN L. SIWINSKI

**SUPERINTENDENT
BUILDINGS**
STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEVEN McALLISTER

Incorporated Village of Floral Park

ONE FLORAL BOULEVARD, P.O. BOX 27, FLORAL PARK, N.Y. 11002

TELEPHONE 516-326-6300

VILLAGE HALL FAX 516-326-2734 PUBLIC WORKS FAX 516-326-6435

WEB FPVILLAGE.ORG

Comments on the

Federal Railroad Administration

NEC Future

A Rail Investment Plan for the Northeast Corridor

Tier 1 Draft Environmental Impact Statement

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

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

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

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

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

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

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

The next speaker is Governor Florio.

GOVERNOR FLORIO: Thank you.

THE MODERATOR: Thank you.

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

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

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

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

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

FROM JAMES FLORID

RailwayAge

Tuesday, June 30, 2015

GUEST BLOG: We must do something transformational about Amtrak

Written by Dr. Francis P. Mulvey



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Dr. Francis P. Mulvey is a distinguished economist, educator and public official having served two terms as a Commissioner on the Surface Transportation Board from 2004 until 2012. He was designated as the Board's Vice Chairman in January 2010 and again in 2012. At the time of his appointment to the SIB [sic], Mulvey was Democratic Staff Director for Railroad Subcommittee of the US House of Representatives' Committee on Transportation and Infrastructure. He was responsible for all railroad legislative matters for the Ranking Democratic Member of the Subcommittee, and advisor to the Ranking Democratic Member of the Full Committee on overall transportation policy issues. Other positions held include: Deputy Assistant Inspector General for Rail, Transit, and Special Programs, U.S. DOT Office of the Inspector General; Assistant Director, U.S. General Accounting

Office; Director of Economic Research for the NY State Legislative Commission on Solid Waste Management; Programs Manager, National Academy of Sciences, Transportation Research Board; Vice-President for Research, American Bus Association; and Economist at the Federal Railroad Administration. In addition, he has served as Adjunct Faculty at the R.H. Smith School of Business and Public Administration, University of Maryland; Assistant Professor, Northeastern University Department of Economics; Assistant Professor, Wheaton College Department of Economics; and Assistant Professor, Bowling Green State University Department of Economics. Mulvey holds a Ph.D. in Economics from Washington State University (1974); a BS in Economics from New York University (1966); and an MA in Economics from the University of California at Berkeley (1968). He may be contacted at frankmvl@aol.com.

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

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

Creating a fully funded Northeast Corridor Infrastructure Trust Fund

Creating Jobs through Better Freight, Commuter and Intercity Rail Services

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

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

Amtrak, in its Northeast Corridor Infrastructure Master Plan and its various PRIIA¹-mandated studies, identified more than \$50 billion just in Northeast Corridor ("NEC") infrastructure investments required to bring the NEC to a "State of Good Repair" and position it for the 21st century. Amtrak has not published an analogue Midwest document. Funding, however, was not addressed other than to defer to Federal and State policy makers to find a solution.

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

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

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

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

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

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

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

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

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

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

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

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

For more information contact: info@RIMrail.com

¹ Passenger Rail Investment and Improvement Act of 2008

NEC DEIS Comments - RECORD #1388 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Joyce

Last Name :

Flinter

Stakeholder Comments/Issues :

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

Okay. The next speaker Paul Floroff.

Paul.

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

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

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

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

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

Thank you.

THE MODERATOR: Thank you, Paul.

Paul? Okay.

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

So Paul.

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you.

THE MODERATOR: Okay. Thank you, Paul.

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

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

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

Thank you for coming.

NEC DEIS Comments - RECORD #1349 DETAIL

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

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

NEC DEIS Comments - RECORD #84 DETAIL

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

CLEAN THE BATHROOMS!!!!

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

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

Dorothy Flynn

[REDACTED]

NEC DEIS Comments - RECORD #84 DETAIL

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

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Dorothy Flynn

215 284 8034

NEC DEIS Comments - RECORD #1012 DETAIL

Status : ~~Review Completed~~

Record Date : 2/12/2016

First Name : Tammi

Last Name : Flynn

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #327 DETAIL

Status : Action Completed
Record Date : 1/27/2016
First Name : Gary
Last Name : Fochesto
Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #106 DETAIL

Status : Pending

Record Date : 1/6/2016

First Name : Alison

Last Name : Foehr

Stakeholder Comments/Issues :

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

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



I am a lifelong resident of Garden City, NY

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

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

The plans to improve & update the existing system should be inspected closer:

Name:

Mary Joeh

Address:

5 Jefferson St
Garden City, NY 11530

Email:

foehr.mj@att.com



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!

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.



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

Name: MEGAN FOEHR
Address: [REDACTED]
Garden City, N.Y. 11530
Email: Foehrme@[REDACTED].com



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



Place
Stamp
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Comment Card

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Thank you for your interest and input!

NEC DEIS Comments - RECORD #105 DETAIL

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

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

NEC DEIS Comments - RECORD #244 DETAIL

Status : Action Completed

Record Date : 1/23/2016

First Name : Nathalie

Last Name : Fogg

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #443 DETAIL

Status : Action Complete

Record Date : 1/31/2016

First Name : Russell

Last Name : Fogg

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #598 DETAIL

Status :

Review Completed

Record Date :

2/8/2016

First Name :

Susan

Last Name :

Fogliano

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2736 DETAIL

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

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

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

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

Dear Ms. Braegelmann:

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

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

The Patuxent Research Refuge was established in 1936 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds. Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

? _____

Albert J. Tucker President

The Friends of Jug Bay P.O. Box 6210 Annapolis, MD 21401

?

NEC DEIS Comments - RECORD #2739 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Albert

Last Name : Tucker

Stakeholder Comments/Issues :

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

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Dear Ms. Braegelmann:

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

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

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

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

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

Sincerely,

? _____

Albert J. Tucker
President

~~The Friends of Jug Bay~~

~~P.O. Box 5218~~

Annapolis, MD 21401

?

NEC DEIS Comments - RECORD #18 DETAIL

Status :

Action Completed

Record Date :

11/16/2015

First Name :

Michael

Last Name :

Follo

Stakeholder Comments/Issues : To Whom It May Concern:

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

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

Sincerely,
Michael

Attachments :

FolloMichael-A_Original.pdf (1 kb)

NEC DEIS Comments - RECORD #18 DETAIL

Status : [REDACTED]
Record Date : 11/16/2015
First Name : Michael
Last Name : Follo
Stakeholder Comments/Issues : To Whom It May Concern:

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

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

Sincerely,
Michael

NEC DEIS Comments - RECORD #19 DETAIL

Status :

Action Completed

Record Date :

11/16/2015

First Name :

Michael

Last Name :

Follo

Stakeholder Comments/Issues : To Whom It May Concern:

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

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

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

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

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

Sincerely,
Michael

Attachments :

FolloMichael-B_Original.pdf (2 kb)

NEC DEIS Comments - RECORD #19 DETAIL

Status :

Unread

Record Date : 11/16/2015

First Name : Michael

Last Name : Follo

Stakeholder Comments/Issues : To Whom It May Concern:

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

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

Sincerely,
Michael

NEC DEIS Comments - RECORD #20 DETAIL

Status :

Action Complete

Record Date :

11/16/2015

First Name :

Michael

Last Name :

Follo

Stakeholder Comments/Issues : To Whom It May Concern:

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

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

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

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

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

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

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

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

Sincerely,
Michael

Attachments :

FolloMichael-C_Original.pdf (2 kb)

NEC DEIS Comments - RECORD #20 DETAIL

Status :

Unread

Record Date : 11/16/2015

First Name : Michael

Last Name : Follo

Stakeholder Comments/Issues : To Whom It May Concern:

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

Sincerely,
Michael

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

NEC DEIS Comments - RECORD #412 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Edith

Last Name : Folta

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2360 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Royce

Last Name : Fontes

Stakeholder Comments/Issues :

No tracks art is important to life

NEC DEIS Comments - RECORD #226 DETAIL

Status : Pending

Record Date : 1/21/2016

First Name : Charles

Last Name : Forbes

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1078 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Alison

Last Name : Forbis

Stakeholder Comments/Issues :

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

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

NEC DEIS Comments - RECORD #755 DETAIL

Status : Action Complete
Record Date : 2/10/2016
First Name : John
Last Name : Forbis
Stakeholder Comments/Issues :

NEC FUTURE

To Whom It May Concern

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

The attached Word doc is the complete letter.

Thank you very much.

Sincerely,

John Forbis

(860) 434-0809

johnlforbis@

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

February 9, 2016

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

To Whom It May Concern:

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

My concerns are several fold:

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

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

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

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

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

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

Sincerely,

John Forbis

[REDACTED]
johnlforbis@[REDACTED]

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

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

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

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

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

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

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

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

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

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

Looking to the Future

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

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

Looking to the Future: Recommendations

1. Future development must incorporate protection of natural resources to preserve natural resources, protect drainage ways..... and maintain the scenic character of Old Lyme. Equal attention to protection must be provided for the town's historic and cultural resources, which link the Town to its past and enhance its strong sense of community. (page 14)
2. Protect fragile natural areas, including inland and tidal wetlands, floodplains, steep slopes, mature tree stands and unusual geographic features as permanent open space. (page 14)
3. Adopt of amend a demolition delay ordinance for historic houses to provide time to consider alternatives to demolition and that would provide notice to the Historic District Commission for potential action. (page 16)
4. New development should incorporate size characteristics and landscaping that reflects the historic small-town character of Old Lyme. Building and site design should be compatible with the historic image of Old Lyme in building size and architecture, signage, lighting, parking, and landscaping. (page 17)

Looking to the Future: Land Use Recommendations

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

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

NEC DEIS Comments - RECORD #834 DETAIL

Status : **Action Completed**

Record Date : 2/11/2016

First Name : Georgina

Last Name : Forester

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. Apparently, you are NOT concerned about preserving this land as a refuge for several declining bird species as well as other animals. The destruction of the Patuxent Wildlife Refuge is NOT GOOD FOR THE ENVIRONMENT. Are inducements being offered by the railroad company to pass this??

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

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

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

Sincerely,

NEC DEIS Comments - RECORD #341 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : Paul

Last Name : Formica

Stakeholder Comments/Issues :

To Whom It May Concern,

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

Best,

Senator Paul M. Formica, District 20

Paul.formica@cga.ct.gov

Senate Minority Whip

Proudly serving Bozrah, East Lyme, Montville, New London, Old Lyme, Old Saybrook, Salem and Waterford

Attachments : NEC FUTURE railroad.pdf (271 kb)



State of Connecticut
SENATE

SENATOR PAUL FORMICA
TWENTIETH SENATE DISTRICT

LEGISLATIVE OFFICE BUILDING
300 CAPITOL AVENUE, SUITE 3406
HARTFORD, CONNECTICUT 06106-1591
CAPITOL: (800) 842-1421
E-MAIL: Paul.Formica@cga.ct.gov
WEBSITE: www.SenatorFormica.com

SENATE MINORITY WHIP

RANKING MEMBER
ENERGY & TECHNOLOGY COMMITTEE

MEMBER
APPROPRIATIONS COMMITTEE
PUBLIC SAFETY COMMITTEE

January 27, 2016

NEC FUTURE

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

To Whom It May Concern:

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

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

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

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Formica', enclosed within a large, loopy oval flourish.

Paul M. Formica
State Senator
District 20

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

NEC DEIS Comments - RECORD #324 DETAIL

Status : [REDACTED]

Record Date : 1/27/2016

First Name : Steve

Last Name : Forte

Stakeholder Comments/Issues :

I am very much opposed to the proposed "invasion" of Amtrak into residential Long Island. I am particularly opposed to Alternative Number 3 contemplating railroad service through the heart of Garden City and other residential communities. Why is such incredible proposal is even considered? To save few minutes from the present service New York-Boston-New York? At the cost of billions of dollars of taxpayer's money? It is totally asinine and it just does not make sense diluting property values in priced residential areas with many school activities. I cite some of the consequences of implementing such proposal:

1. Safety. Running such trains through the heart of heavily populated villages along a good part of Long Island creates strong possibilities for major accidents and loss of life at all crossings. The proposed rail would run in the close proximity of Grade and other Schools. How many children would have to lose their lives to understand this project is faulted?
2. It may be speculative but most probably true that there will be freight traffic as well. Some of the freight will without doubt contain HazMats and it would be criminal to run such materials through heavily populated area. The idea of accidents occurring due to either mechanical malfunctions or human errors is not "IF" but "WHEN". It is inevitable.
3. It is a given fact that property values will drop like a stone. Not only for all the housing in the vicinity of the proposed rail, but for the entire village affected by this proposed service.
4. Whether the project is planned to be funded by the State of New York or the federal DOT, it is still funded by taxpayers money who would certainly like to see their money allocated to either a reduction in taxes or to much more sensible projects including, but not limited to, new buildings such as housing and office, new schools, refurbishment of older constructions, better public services to benefit local communities, better road maintenance, better Fire Fighting equipment, better Police technology, just to name a few.

The railroad proposal is not feasible and should be abandoned. Governor Cuomo should have realized that at the outset.

Steve Forte [REDACTED] Huntington Road Garden City, NY 11530

NEC DEIS Comments - RECORD #24 DETAIL

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



TOWN OF OLD SAYBROOK
Office of the Board of Selectmen

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

November 13, 2015

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

Re: NEC Future

Dear Ms. Reyes-Alicea,

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

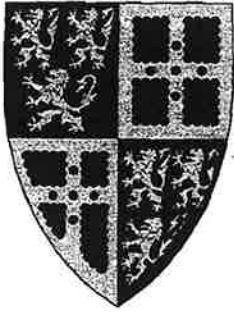
Obviously, investing and upgrading the NEC passenger rail line is critical to regional mobility, as the FRA points out in the report. However, in reviewing the options presented I fail to see the Old Saybrook Train Station listed on any of the Alternatives. I do note that not all stations are shown on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

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

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

Sincerely,
A handwritten signature in black ink, appearing to read "Carl P. Fortuna, Jr.", written over the word "Sincerely,".

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



TOWN OF OLD SAYBROOK

Office of the Board of Selectmen

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

November 13, 2015

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

Re: NEC Future

Dear Ms. Reyes-Alicea,

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

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Sincerely,
A handwritten signature in black ink, appearing to read "Carl P. Fortuna, Jr."

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

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

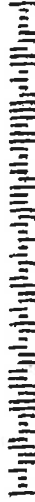
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Ms. Rebecca Reyes-Alicea
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004



10004145204

NEC DEIS Comments - RECORD #197 DETAIL

Status : Pending
Record Date : 1/19/2016
First Name : Aaron
Last Name : Foster
Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2669 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Emilie

Last Name :

Foster

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1817 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Monique

Last Name :

Foster

Stakeholder Comments/Issues :

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



State of New Jersey

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

CHRIS CHRISTIE
Governor

BOB MARTIN
Commissioner

KIM GUADAGNO
Lt. Governor

January 20, 2016

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

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

Dear Ms. Reyes-Alicia:

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

Natural Resources -

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

Historic and Cultural Resources:

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

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

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

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

Land Use:

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

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

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

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

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

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

Site Remediation

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

Stormwater Management

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

Air Mobile Sources

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

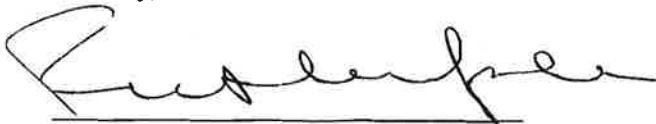
Diesel exhaust contributes the highest cancer risk of all air toxics in New Jersey and is a major source of NOx within the state. Therefore, NJ DEP recommends that construction projects involving non-road diesel construction equipment operating in a small geographic area over an extended period of time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

1. All on-road vehicles and non-road construction equipment operating at, or visiting, the construction site shall comply with the three minute idling limit, pursuant to N.J.A.C. 7:27-14 and N.J.A.C. 7:27-15. Consider purchasing "No Idling" signs to post at the site to remind contractors to comply with the idling limits. Signs are available for purchase from the Bureau of Mobile Sources at 609/292-7953 or <http://www.stophesoot.org/sts-no-idle-sign.htm>.
2. All non-road diesel construction equipment greater than 100 horsepower used on the project for more than ten days should have engines that meet the USEPA Tier 4 non-road emission standards, or the best available emission control technology that is technologically feasible for that application and is verified by the USEPA or the CARB as a diesel emission control strategy for reducing particulate matter and/or NOx emissions.
3. All on-road diesel vehicles used to haul materials or traveling to and from the construction site should use designated truck routes that are designed to minimize impacts on residential areas and sensitive receptors such as hospitals, schools, daycare facilities, senior citizen housing, and convalescent facilities

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

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

Sincerely,



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

Enclosure

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

Bureau of Water Allocation & Well Permitting Construction Related Dewatering Guidance

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

Well Permitting

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

Water Allocation

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

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

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

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

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

In addition –

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

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

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

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

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

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



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

10004\$1452 0014



NEC DEIS Comments - RECORD #2803 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Liz

Last Name : Frankel

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1096 DETAIL

Status :

Action Completed

Record Date :

2/12/2016

First Name :

Frederic

Last Name :

Franzius

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #470 DETAIL

Status : ~~Action Completed~~

Record Date : 2/1/2016

First Name : Marc

Last Name : Frascogna

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1999 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Rick

Last Name : Frazier

Stakeholder Comments/Issues :

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

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

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

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

NEC DEIS Comments - RECORD #2258 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Joe

Last Name : Frederick

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

24

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

The next speaker is Samuel Freedman.

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

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

25

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

RUBY SIEGEL: Thank you.

NEC DEIS Comments - RECORD #360 DETAIL

Status :

~~Action Complete~~

Record Date :

1/28/2016

First Name :

Michele

Last Name :

Freeman

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1540 DETAIL

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

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

NEC DEIS Comments - RECORD #497 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Shane

Last Name : French

Stakeholder Comments/Issues :

No.

The next speaker is Matthew Frentz.

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

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

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

HEARING OFFICER SIEGEL: Great. Thanks a lot.

NEC DEIS Comments - RECORD #1136 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Norman

Last Name : Friday

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2181 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Gil

Last Name :

Fried

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

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

NEC DEIS Comments - RECORD #1618 DETAIL

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,
Jeffrey A. Friedhoffer
Columbia, MD 21044

Sent from my mobile

NEC DEIS Comments - RECORD #149 DETAIL

Status : Pending

Record Date : 1/12/2016

First Name : Paul

Last Name : Friedman

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2020 DETAIL

Status :

~~Action Completed~~

Record Date :

2/15/2016

First Name :

Laurel

Last Name :

Friedmann

Stakeholder Comments/Issues :

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

P R O C E E D I N G S

(5:13 p.m.)

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

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

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

(5:13 p.m.)

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

NEC DEIS Comments - RECORD #552 DETAIL

Status :

Record Date : 2/4/2016

First Name : Richard

Last Name : Fries

Stakeholder Comments/Issues :

To Whom it May Concern,

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

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

We know this to be true:

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

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

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

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

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

Thank you for the consideration,

Richard Fries
Executive Director

--

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

Richard Fries
Executive Director

MassBike
471 Milk Street

Boston, Mass. 02109

Office: 617.542.BIKE (2453)

Mobile: 781.888.7272

Twitter: @RichardFries

www.MassBike.org

NEC DEIS Comments - RECORD #770 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Don

Last Name : Frix

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1686 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Susan

Last Name :

Frost

Stakeholder Comments/Issues :

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



GREATER BALTIMORE COMMITTEE

Regional business leaders creating a better tomorrow... today.

Stephanie C. Hill, *Chair*
Lockheed Martin

January 19, 2016

Donald C. Fry
President & CEO

NEC FUTURE

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

Re: GBC Comments on FRA NEC Future Public Hearing

Dear Ms. Reyes-Alicea:

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

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

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

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

GBC Comments on FRA NEC Future Public Hearing
January 19, 2016
Page Two

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

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

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

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

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

Sincerely,


Donald C. Fry
President & CEO



G R E A T E R B A L T I M O R E
 111 South Calvert Street
 Suite 1700
 Baltimore, Maryland 21202-6180

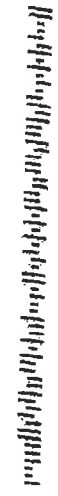
C O M M I T T E E

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 ZIP 21202
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NEC FUTURE
 Rebecca Reyes-Alicea
 U.S. DOT Federal Railroad Administration
 One Bowling Green, Suite 429
 New York, NY 10004

10004145204



NEC DEIS Comments - RECORD #1761 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Brandon

Last Name :

Fugger

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #147 DETAIL

Status : Pending

Record Date : 1/12/2016

First Name : Andrew

Last Name : Fuller

Stakeholder Comments/Issues :

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

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

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

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

NEC DEIS Comments - RECORD #1189 DETAIL**Status :** Pending**Record Date :** 2/13/2016**First Name :** Gail**Last Name :** Fuller**Stakeholder Comments/Issues :**

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

NEC DEIS Comments - RECORD #974 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Kathy

Last Name : Fulton

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2392 DETAIL

Status :

Action Complete

Record Date : 2/15/2016

First Name : Michael G.

Last Name : Furgueson

Stakeholder Comments/Issues :

Reference (a) The Town of Old Lyme, CT Website Entitled NEC Futures Plan:

http://www.oldlyme-ct.gov/Pages/OldlymeCT_Selectmen/railroad

(b) The Naugatuck Valley Council of Government Article Entitled NEC Future Hearings Summary Found at

<http://nvcogct.org/news/nec-future-hearings-summary>

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

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

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

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

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

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

(i) An Article Published in The Connecticut Mirror, Last Updated January 05, 2016, and Available at The Day Web Site:

<http://www.theday.com/article/20160104/NWS01/1601>

(j) A Jointly Written Letter From Sen. Blumenthal, Sen. Murphy and Rep. Courtney to Administrator Sarah Fineberg,

Federal Railroad Administration Dated February 5, 2016; Subj: NEC FUTURE Tier 1 Draft EIS

Found at:

<https://courtney.house.gov/media-center/press-releases/courtney-blumenthal-murphy-call-federal-railroad-administration-work>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thanks for 'listening'!

G. Michael G. Furgueson



NEC DEIS Comments - RECORD #2163 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Andrew
Last Name : G
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1035 DETAIL

Status :

Action Completed

Record Date :

2/12/2016

First Name :

Ted

Last Name :

Gaffaney

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1264 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Gail

Last Name :

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #3021 DETAIL

Status :

Record Date :

2/16/2016

First Name :

Michael

Last Name :

Galaty

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #401 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Steve

Last Name : Galbo

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #789 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Roxannah

Last Name : Gallagher

Stakeholder Comments/Issues :

As a longtime Old Lyme resident, I strongly appose to the Alternitive 1 plan to go through the heart of Historic Old Lyme.

I fully agree improvements need to take place in the NE corridor but please find anther pathway.

NEC DEIS Comments - RECORD #1434 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : James

Last Name : Galli

Stakeholder Comments/Issues :

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

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



- ① Of the alternatives presented, the "Alternative #3" is the alternative that is most appropriate.
- ② A selection of any of the alternatives other than "Alternative #3" would be wildly irresponsible and unadulterated nonsense.
- ③ While "Alternative #3" is the best alternative presented, it is still far less robust than is ideal, considering that even "Alternative #3" would leave the NEC decades behind the development and progress of other industrialized nations' rail systems.
- ④ I believe you should attempt to pursue creating opportunities for Amtrak riders and the general public to demonstrate how much they desire an increase in funding and investment in the NEC and in the national rail system more broadly.
- ⑤ As a millennial, I feel strongly that my peers are deeply invested in a robust rail system and the vibrant cities fostered by robust rail systems.

Name: Victor Galli
Address: 535 S. 42 St - Apt 1F
Philadelphia, PA 19104
Email: dr.2022@yale.com



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!

You would like to speak?

MR. GALLI: I'd like to speak.

THE MODERATOR: Someone got inspired by Scott. Okay.

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

MR. GALLI: Will do.

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

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

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

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

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

THE MODERATOR: Okay.

MR. GALLI: Thank you.

NEC DEIS Comments - RECORD #1396 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Judith

Last Name :

Gallicchio

Stakeholder Comments/Issues :

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

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

NEC DEIS Comments - RECORD #2388 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Theodore

Last Name :

Gallucci, Jr.

Stakeholder Comments/Issues :

To whom it may concern

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

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

Thank you for your time.

Theodore Gallucci Jr Watertown Connecticut

NEC DEIS Comments - RECORD #802 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Claudia

Last Name : Galvin

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2089 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Robert

Last Name : Gambardella

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #768 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Manolo

Last Name : Gamboa

Stakeholder Comments/Issues :

Please do the the NEC project ASAP !

NEC DEIS Comments - RECORD #173 DETAIL

Status : Pending

Record Date : 1/13/2016

First Name : nicolae ionut

Last Name : ganea

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #914 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Nicholas P.

Last Name :

Escopia

Stakeholder Comments/Issues :

Please see the attached letter from Mayor Escopia of the Village of Garden City.

Thank you,

Karen

Karen M. Altman

Secretary to Mayor and Board of Trustees/Deputy Village Clerk

Incorporated Village of Garden City

351 Stewart Avenue

Garden City, New York 11530

(516) 465-4051

(516) 742-5223 - fax

Attachments :

Letter Railroad.pdf (38 kb)

MAYOR
NICHOLAS P. EPISCOPIA

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

VILLAGE ADMINISTRATOR
RALPH V. SUOZZI

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

WEBSITE: GARDENCITYNY.NET

TELEPHONE (516) 465-4000

FAX (516) 742-5223



February 11, 2016

NEC Future

Ms. Rebecca Reyes-Alicea

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, New York 10004

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

To the Federal railroad Administration:

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

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

Sincerely,

*Nicholas P. Episcopia
Mayor*

NPE:kma

NEC DEIS Comments - RECORD #2380 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Scott

Last Name : Gardner

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #865 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Daniel

Last Name : Garrett

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1944 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Lisa

Last Name :

Garrett

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #223 DETAIL

Status :

[REDACTED]

Record Date :

1/21/2016

First Name :

Peter

Last Name :

Garrett

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1936 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : david

Last Name : garvey

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1990 DETAIL

Status :

Review Complete

Record Date :

2/15/2016

First Name :

Sandy

Last Name :

Garvin

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #793 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : John

Last Name : Gaskell

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #574 DETAIL

Status :

Action Complete

Record Date :

2/6/2016

First Name :

Suzanne

Last Name :

Gaskell

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1126 DETAIL

Status : Pending
Record Date : 2/12/2016
First Name : John
Last Name : Gasper

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2560 DETAIL

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

Dear Federal Rail Administration,

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MS. SIEGEL: Sure.

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

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

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

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

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

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

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

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

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

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

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

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

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

NEC DEIS Comments - RECORD #2141 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Rosa

Last Name :

Gatti

Stakeholder Comments/Issues :

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

Next speaker is Rachel Gaudio.

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

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

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

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

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

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

MS. SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1204 DETAIL

Status :

ending

Record Date :

2/13/2016

First Name :

Roger

Last Name :

Gaulin

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #962 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Gretchen

Last Name :

Gauthier

Stakeholder Comments/Issues :

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

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

Bad Bad Bad plan.

NEC DEIS Comments - RECORD #365 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : David

Last Name : Gay

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1267 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Mark
Last Name : Gaynor

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2058 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : George

Last Name : Geer

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2472 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Sharynn
Last Name : Gendron
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2124 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Carolyn

Last Name : Genovese

Stakeholder Comments/Issues :

dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1629 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Linda

Last Name : Genovese

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. I have spent many days biking around the refuge enjoying the beauty it offers. I have also watched many children and young adults being educated by the wonderful staff that volunteers their time and knowledge to educate others to understand the importance of our natural resources.

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

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

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

Sincerely, Linda Genovese

lgenovese@[REDACTED]

NEC DEIS Comments - RECORD #990 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Adam

Last Name : Gentry

Stakeholder Comments/Issues :

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

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

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

NEC DEIS Comments - RECORD #993 DETAIL

Status :

Record Date :

2/11/2016

First Name :

Adam

Last Name :

Gentry

Stakeholder Comments/Issues :

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

The existing train system can convey a person from DC to Boston in approximately 7 hours, I believe. How much time will really be saved by this revision?

And, if someone truly needs to go from one to the other in a timely fashion, why not fly?

A plane ticket would not cost substantially more, and would reduce the travel time to approximately 2 hrs.

Reducing the travel time to less than a third by using a plane makes a lot more sense than spending such large amounts of money to provide yet another alternative, which still requires too much travel time for a round trip in a single day.

NEC DEIS Comments - RECORD #716 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Philip
Last Name : Geraghty

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #731 DETAIL

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

Dear Ms. Braegelmann:

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

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

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

Sincerely,

Timothy Geran

NEC DEIS Comments - RECORD #2197 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Wilkinson

Last Name :

Germain

Stakeholder Comments/Issues :

I oppose the new railroad through the campus.

NEC DEIS Comments - RECORD #1744 DETAIL

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

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

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

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

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

NEC DEIS Comments - RECORD #1268 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Kristin
Last Name : Geshel
Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2728 DETAIL

Status :

Record Date : 2/16/2016

First Name : Kendall

Last Name : Getek

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

Sincerely,

Kendall A. Getek

NEC DEIS Comments - RECORD #1895 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Lawrence
Last Name : Ghirardi
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Furthermore, I do not see any need for another rail line. If you must put one in, connect Hartford with Providence RI

NEC DEIS Comments - RECORD #1658 DETAIL

Status :

~~Unread~~

Record Date :

2/15/2016

First Name :

Ivey

Last Name :

Gianetti

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #568 DETAIL

Status : ~~Factor Complete~~

Record Date : 2/6/2016

First Name : Grerard

Last Name : Giarratana

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #700 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Denise

Last Name : Gibbs

Stakeholder Comments/Issues :

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

Thank you.

Denise Gibbs

Sent from my iPad

NEC DEIS Comments - RECORD #1211 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : John

Last Name : Gibson

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1210 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Lorraine

Last Name :

Gibson

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1209 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Lorraine

Last Name :

Gibson

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2401 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Michael

Last Name :

Gilbert

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1768 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : maria
Last Name : gillan
Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #846 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Timothy

Last Name : Gilleran

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2163 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Andrew

Last Name :

G

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1035 DETAIL

Status :

Action Completed

Record Date :

2/12/2016

First Name :

Ted

Last Name :

Gaffaney

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1264 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Gail

Last Name :

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #3021 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Michael

Last Name : Galaty

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #401 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Steve

Last Name : Galbo

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #789 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Roxannah

Last Name : Gallagher

Stakeholder Comments/Issues :

As a longtime Old Lyme resident, I strongly appose to the Alternitive 1 plan to go through the heart of Historic Old Lyme.

I fully agree improvements need to take place in the NE corridor but please find anther pathway.

NEC DEIS Comments - RECORD #1434 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : James

Last Name : Galli

Stakeholder Comments/Issues :

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

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



- ① Of the alternatives presented, the "Alternative #3" is the alternative that is most appropriate.
- ② A selection of any of the alternatives other than "Alternative #3" would be wildly irresponsible and unadulterated nonsense.
- ③ While "Alternative #3" is the best alternative presented, it is still far less robust than is ideal, considering that even "Alternative #3" would leave the NEC decades behind the development and progress of other industrialized nations' rail systems.
- ④ I believe you should attempt to pursue creating opportunities for Amtrak riders and the general public to demonstrate how much they desire an increase in funding and investment in the NEC and in the national rail system more broadly.
- ⑤ As a millennial, I feel strongly that my peers are deeply invested in a robust rail system and the vibrant cities fostered by robust rail systems.

Name: Victor Galli
Address: 535 S. 42 St - Apt 1F
Philadelphia, PA 19104
Email: dr.2022@yale.com



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!

You would like to speak?

MR. GALLI: I'd like to speak.

THE MODERATOR: Someone got inspired by Scott. Okay.

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

MR. GALLI: Will do.

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

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

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

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

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

THE MODERATOR: Okay.

MR. GALLI: Thank you.

NEC DEIS Comments - RECORD #1396 DETAIL

Status : Unread
Record Date : 2/14/2016
First Name : Judith
Last Name : Gallicchio

Stakeholder Comments/Issues :

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

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

NEC DEIS Comments - RECORD #2388 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Theodore

Last Name :

Gallucci, Jr.

Stakeholder Comments/Issues :

To whom it may concern

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

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

Thank you for your time.

Theodore Gallucci Jr Watertown Connecticut

NEC DEIS Comments - RECORD #802 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Claudia

Last Name : Galvin

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2089 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Robert

Last Name : Gambardella

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #768 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Manolo

Last Name : Gamboa

Stakeholder Comments/Issues :

Please do the the NEC project ASAP !

NEC DEIS Comments - RECORD #173 DETAIL

Status : Pending

Record Date : 1/13/2016

First Name : nicolae ionut

Last Name : ganea

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #914 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Nicholas P.

Last Name :

Escopia

Stakeholder Comments/Issues :

Please see the attached letter from Mayor Escopia of the Village of Garden City.

Thank you,

Karen

Karen M. Altman

Secretary to Mayor and Board of Trustees/Deputy Village Clerk

Incorporated Village of Garden City

351 Stewart Avenue

Garden City, New York 11530

(516) 465-4051

(516) 742-5223 - fax

Attachments :

Letter Railroad.pdf (38 kb)

MAYOR
NICHOLAS P. EPISCOPIA

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

VILLAGE ADMINISTRATOR
RALPH V. SUOZZI

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

WEBSITE: GARDENCITYNY.NET

TELEPHONE (516) 465-4000

FAX (516) 742-5223



February 11, 2016

NEC Future

Ms. Rebecca Reyes-Alicea

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, New York 10004

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

To the Federal railroad Administration:

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

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

Sincerely,

*Nicholas P. Episcopia
Mayor*

NPE:kma

NEC DEIS Comments - RECORD #2380 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Scott

Last Name : Gardner

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #865 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Daniel

Last Name : Garrett

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1944 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Lisa

Last Name :

Garrett

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #223 DETAIL

Status :

[REDACTED]

Record Date :

1/21/2016

First Name :

Peter

Last Name :

Garrett

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1936 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : david

Last Name : garvey

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1990 DETAIL

Status :

Review Complete

Record Date :

2/15/2016

First Name :

Sandy

Last Name :

Garvin

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #793 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : John

Last Name : Gaskell

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #574 DETAIL

Status :

Action Complete

Record Date :

2/6/2016

First Name :

Suzanne

Last Name :

Gaskell

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1126 DETAIL

Status : Pending
Record Date : 2/12/2016
First Name : John
Last Name : Gasper

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2560 DETAIL

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

Dear Federal Rail Administration,

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MS. SIEGEL: Sure.

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

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

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

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

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

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

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

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

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

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

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

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

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

NEC DEIS Comments - RECORD #2141 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Rosa

Last Name :

Gatti

Stakeholder Comments/Issues :

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

Next speaker is Rachel Gaudio.

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

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

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

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

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

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

MS. SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1204 DETAIL

Status :

ending

Record Date :

2/13/2016

First Name :

Roger

Last Name :

Gaulin

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #962 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Gretchen

Last Name :

Gauthier

Stakeholder Comments/Issues :

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

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

Bad Bad Bad plan.

NEC DEIS Comments - RECORD #365 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : David

Last Name : Gay

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1267 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Mark
Last Name : Gaynor

Stakeholder Comments/Issues :

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



GREATER BALTIMORE COMMITTEE

Regional business leaders creating a better tomorrow...today.

Stephanie C. Hill, *Chair*
Lockheed Martin

January 19, 2016

Donald C. Fry
President & CEO

NEC FUTURE

Rebecca Reyes-Alicea

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Re: GBC Comments on FRA NEC Future Public Hearing

Dear Ms. Reyes-Alicea:

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

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

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

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

GBC Comments on FRA NEC Future Public Hearing
January 19, 2016
Page Two

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

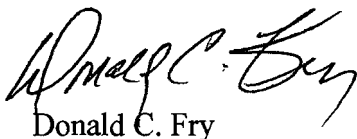
Furthermore, GBC maintains that the B&P Tunnel is an infrastructure item along the NEC that needs immediate attention for the present safety and security of the traveling public. The \$4 billion plan to install a network of four single-track tunnels arcing north around the current B&P path is a critically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

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

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

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

Sincerely,



Donald C. Fry
President & CEO

NEC DEIS Comments - RECORD #2058 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : George

Last Name : Geer

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2472 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Sharynn
Last Name : Gendron
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2124 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Carolyn

Last Name : Genovese

Stakeholder Comments/Issues :

dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #1629 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Linda

Last Name : Genovese

Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. I have spent many days biking around the refuge enjoying the beauty it offers. I have also watched many children and young adults being educated by the wonderful staff that volunteers their time and knowledge to educate others to understand the importance of our natural resources.

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

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

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

Sincerely, Linda Genovese

lgenovese@[REDACTED]

NEC DEIS Comments - RECORD #990 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Adam

Last Name : Gentry

Stakeholder Comments/Issues :

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

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

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

NEC DEIS Comments - RECORD #993 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

Adam

Last Name :

Gentry

Stakeholder Comments/Issues :

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

The existing train system can convey a person from DC to Boston in approximately 7 hours, I believe. How much time will really be saved by this revision?

And, if someone truly needs to go from one to the other in a timely fashion, why not fly?

A plane ticket would not cost substantially more, and would reduce the travel time to approximately 2 hrs.

Reducing the travel time to less than a third by using a plane makes a lot more sense than spending such large amounts of money to provide yet another alternative, which still requires too much travel time for a round trip in a single day.

NEC DEIS Comments - RECORD #716 DETAIL

Status : ~~Action Completed~~
Record Date : 2/10/2016
First Name : Philip
Last Name : Geraghty

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #731 DETAIL

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

Dear Ms. Braegelmann:

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

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

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

Sincerely,

Timothy Geran

NEC DEIS Comments - RECORD #2197 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Wilkinson

Last Name :

Germain

Stakeholder Comments/Issues :

I oppose the new railroad through the campus.

NEC DEIS Comments - RECORD #1744 DETAIL

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

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

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

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

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

NEC DEIS Comments - RECORD #1268 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Kristin
Last Name : Geshel
Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2728 DETAIL

Status :

Record Date : 2/16/2016

First Name : Kendall

Last Name : Getek

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

Sincerely,

Kendall A. Getek

NEC DEIS Comments - RECORD #1895 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Lawrence
Last Name : Ghirardi
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Furthermore, I do not see any need for another rail line. If you must put one in, connect Hartford with Providence RI

NEC DEIS Comments - RECORD #1658 DETAIL

Status :

~~Unread~~

Record Date :

2/15/2016

First Name :

Ivey

Last Name :

Gianetti

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #568 DETAIL

Status : ~~Factor Complete~~

Record Date : 2/6/2016

First Name : Grerard

Last Name : Giarratana

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #700 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Denise

Last Name : Gibbs

Stakeholder Comments/Issues :

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

Thank you.

Denise Gibbs

Sent from my iPad

NEC DEIS Comments - RECORD #1211 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : John

Last Name : Gibson

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1210 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Lorraine

Last Name :

Gibson

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1209 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Lorraine

Last Name :

Gibson

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #2401 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Michael

Last Name :

Gilbert

Stakeholder Comments/Issues :

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

NEC DEIS Comments - RECORD #1768 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : maria
Last Name : gillan
Stakeholder Comments/Issues :

Please do not choose to run train tracks through the university campus.

NEC DEIS Comments - RECORD #846 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Timothy

Last Name : Gilleran

Stakeholder Comments/Issues :

I do not support this proposed plan. As a tax payer in Connecticut I will not support any rail changes over the Connecticut River.

NEC DEIS Comments - RECORD #1341 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Richard

Last Name : Gilliland

Stakeholder Comments/Issues :

I support any efforts to maximize the use of the public rail system but not to the level where historical villages (Old Lyme) would be adversely affected.

I would hope consideration would be given towards a combine RR track system within the expansion of I95 (2 to 3 lanes) where such a RR track system could be centered between the northbound and southbound lanes of I95 from Ild Saybrook, CT to New London CT. transportation systems such as this have been built in Queens, NY (Van Wyck Expressway).

NEC DEIS Comments - RECORD #502 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Todd

Last Name : Gilmour

Stakeholder Comments/Issues :

As a fifteen-year active Acela rider between Boston and Washington, from my home in New York, I can attest that NEC needs transformative rail investment to bring the region up to a level of connectivity that European and Asian cities have benefitted from for decades. LET US UNLOCK THIS POTENTIAL FOR GDP GROWTH AND INVEST NOW WHILE BORROWING IS STILL AT VERY LOW RATES.

NEC DEIS Comments - RECORD #2691 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Margaret

Last Name : Gingolaski

Stakeholder Comments/Issues :

I think this railroad corridor change that is proposed for Connecticut should not happen. We should not destroy the property and history of the area that would result in this change for the sake of 1/2 hour less for a trip from Wash. to Boston. Why was this not announced before the last minute so people would really have a chance to voice their opinion?

NEC DEIS Comments - RECORD #1556 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Katie

Last Name : Gingras

Stakeholder Comments/Issues :

As a resident of Old Lyme, CT, I am strongly opposed to the NEC Future Alternative 1 plan. Although I believe that the railway is in need of updates, the Alternative 1 plan would run directly through our town, causing ruin both historically and environmentally. There must be a way to improve the rail without decimating an entire town.

Because this plan has been publicized, property values in our town will likely collapse until a new plan is generated which will alleviate this burden on the homeowners in Old Lyme.

Lastly, please improve your communication with our community.

NEC DEIS Comments - RECORD #512 DETAIL

Status : Action Completed

Record Date : 2/3/2016

First Name : Patrick

Last Name : Gingras

Stakeholder Comments/Issues :

The rudimentary map of the Alternative 1 Plan looks like it creates a new route for a train directly through my neighborhood in Old Lyme, CT (the Western side of Ferry Road). Could there be a more specific map presented, which shows the exact location of the new route?

More broadly, the map shows the new train route running through the heart of Old Lyme, a centuries-old town with rich history and cultural resources. It is unimaginable that the town's center would be destroyed in the name of innovation. Surely there must be another route to consider, one which has a far lesser impact on our historic and important seaside town.

Last, I encourage the FRA to be more forthcoming with plans and news, especially to the areas of the country most effected by their potential actions. Our community was completely unaware of their shocking plans until very recently, in fact after the original public comment period.

Thank you,

Patrick Gingras

NEC DEIS Comments - RECORD #508 DETAIL

Status : ~~Action Completed~~
Record Date : 2/2/2016
First Name : Doug
Last Name : Gingrave
Stakeholder Comments/Issues :

Please fund and improve!

Every alternative that transforms the role of rail, positioning it as a dominant mode for Intercity travelers and commuters across the NEC. Service and infrastructure improvements include upgrades on the existing NEC and the addition of a two-track second spine within the Study Area. This new spine supports high-performance rail services between major markets and provides additional capacity for anticipated growth that would expanding rail service and passenger use at a faster pace than the growth in regional population and employment. The existing NEC generally expands to four tracks, with six tracks through portions of New Jersey and southwestern Connecticut. South of New Haven, CT, service and infrastructure improvements are focused generally within the existing NEC. , to increase resiliency, serve new markets, reduce trip times, and address capacity constraints. Everything should be done to connect airports, universities and population centers to help elevate congestion on the highway infrastructure which is currently maxed in this area of the country.

NEC DEIS Comments - RECORD #366 DETAIL

Status : Action Completed
Record Date : 1/29/2016
First Name : Suzann
Last Name : Gintoff Vautrain, Esq.
Stakeholder Comments/Issues :

To whom it may concern,

I am writing regarding your plan to run the railroad directly through our town, Old Lyme, CT. While I have a direct concern- it would literally become my next door neighbor- running right next to our property line- I have many more reasons for this causing a HUGE concern for our community. You see, we are a small, historical, arts driven town- and this proposal will run straight through the heart of it. You will disturb what makes us a community, what people come to visit- what makes us great. You will ruin historic buildings, destroy land designated as Open Space, preserved for walking and enjoying the fruits of our history and nature. We are so proud of what we have built here- running a railroad directly through it all is just so very wrong. Our entire sense of community will be ripped open, property values will substantially decrease, protected land, animals, wildlife will be lost forever. Please, please, find another route- this proposal through Old Lymes historical center will destroy us. Thank you for your time.

NEC DEIS Comments - RECORD #1178 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : David
Last Name : Gionfriddo

Stakeholder Comments/Issues :

Oppose Alternative 1! This plan will destroy the fabric of a historic New England shoreline community; the town of old Lyme, CT and all its New England charm that brings people into CT. Additionally plan offers no substantial benefit other than a few minutes of time to get between CT and RI which does not help us New Englanders who need to slow down and enjoy what we have. Just a really bad idea that should not even have been provided as an option.

NEC DEIS Comments - RECORD #2191 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Theresa
Last Name : Gionfriddo

Stakeholder Comments/Issues :

What a Disgrace. We own a house a few miles away in Old Lyme and this is why we enjoy this beautiful town. To think the Federal government could come and destroy the character of this town is terrible. My husband having lived in Old Lyme since 1966, he thinks it's a shame to destroy the charm of this town!!!!!!

NEC DEIS Comments - RECORD #2251 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Carl
Last Name : Girasoli
Stakeholder Comments/Issues :

I would like to express my opposition to the proposed Alternative 1 that the FRA is considering in the Town of Old Lyme. I'm not a resident of the beautiful Town of Old Lyme but visit the town numerous times during the year. I'm not against the high-speed rail track but what is proposed, that will impact the local environment is without merit. The FRA has to have an alternative proposal that will have the least impact on the town. What the FRA is proposing is unacceptable. What has taken the Town of Old Lyme over 300 years to accomplish, the FRA wants to destroy it. This will end up in the courts for a long time to come.

NEC DEIS Comments - RECORD #451 DETAIL

Status : Action Completed

Record Date : 2/1/2016

First Name : Brooke

Last Name : Girty

Stakeholder Comments/Issues :

Option one would be disastrous for Old Lyme and the surrounding region. The High Speed rail should not be run through the historic district.

NEC DEIS Comments - RECORD #168 DETAIL

Status :

Pending

Record Date :

1/13/2016

First Name :

Shannon

Last Name :

Giuffrida

Stakeholder Comments/Issues :

I am absolutely against this idea. LI is one of the most expensive places in America to live, we don't need Amtrak barreling through our beautiful, peaceful, family oriented town. No surprise that no one on LI seems to be aware of this proposal...seems like the Fed Gov railways were keeping it quiet.

NEC DEIS Comments - RECORD #917 DETAIL

Status : ~~Action Completed~~

Record Date : 2/11/2016

First Name : Pete

Last Name : Givan

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild
places I am writing this letter in opposition to Alternate 3 in your rail
plan.

The proposal to take 60 acres from the Patuxent Wildlife Refuge is
unacceptable. The refuge is home to some of the best stream and wetland
areas in Maryland. In addition it contains some of the best forest habitats
for resident and migratory wildlife. In past years, this area suffered
immense degradation from exceptionally poor land use management. Since this
area was designated as a wildlife refuge it has become an important birding
area by providing habitat for many of our declining species of birds.

The Refuge was created in 1973 in order to support the Migratory Bird
Conservation Act. For the birding community, a community that generates over
\$One Billion annually to the State of Maryland, the proposal for a railway
through an area that is owned by the public will set a very dangerous
precedent. We believe that a rail line through this area will ultimately
destroy the environmental integrity of this highly important landscape. We
strongly urge you to find a better solution to this complex problem and
select a route that will not adversely impact Maryland's wildlife.

Sincerely,

Peter D. Givan

President, Wild Bird Center of Rockville

1776 E. Jefferson St

Rockville, MD 20852

301-468-7333

NEC DEIS Comments - RECORD #1350 DETAIL

Status : Unread
Record Date : 2/14/2016
First Name : Cynthia
Last Name : Glacken

Stakeholder Comments/Issues :

Certainly a more thoughtful and constructive alternative can be found that destroying the character of an historic town, its arts and cultural assets, irreplaceable wetlands and wildlife.

Please!

NEC DEIS Comments - RECORD #792 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Nancy

Last Name : Gladwell

Stakeholder Comments/Issues :

I am strongly opposed to Amtrak's High Speed railroad changing its shoreline route to cross over Lyme St in Old Lyme. I teach at Lyme Academy College and live in town. Old Lyme is an historic town with historic architecture, a Museum, art Association and Fine Arts College.

NEC DEIS Comments - RECORD #780 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : JoAnn

Last Name : Glancy

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,
JoAnn Glancy

NEC DEIS Comments - RECORD #2344 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Elaine

Last Name :

Glaski

Stakeholder Comments/Issues :

I absolutely oppose Alternative 1

NEC DEIS Comments - RECORD #245 DETAIL

Status : Action Completed

Record Date : 1/23/2016

First Name : Allyson

Last Name : Gleason

Stakeholder Comments/Issues :

This rail system would disrupt our small town cutting through our historical district and art academy. This is why people move here... For the small town atmosphere. You would be ruining it for all those who live here. Please re consider your plans.

NEC DEIS Comments - RECORD #2471 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Tara
Last Name : Glennon

Stakeholder Comments/Issues :

I am concerned about the shoreline impact of the LI tunnel ending in Milford. This is already a vulnerable area (see Superstorm Sandy data).

NEC DEIS Comments - RECORD #2745 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Nicole

Last Name : Salvatore

Stakeholder Comments/Issues :

Attached you will find the Greater New Haven Chamber's letter summarizing the Chamber's position on the NEC Future Tier 1 Draft Environmental Impact Statement. Please let us know if you have any questions. Thank you for your consideration.

Nicole Salvatore
Communications
Greater New Haven Chamber of Commerce
900 Chapel St.
New Haven, CT 06510
Office: 203-782-4310
Cell: 203-721-4804
www.gnhcc.com<<http://www.gnhcc.com/>>
www.quinncham.com<<http://www.quinncham.com/>>

Attachments : DEIS letter - GNHCC.pdf (233 kb)



Ms. Sarah Feinberg
Administrator
Federal Railroad Administration
1200 New Jersey Avenue Southeast
Washington, DC 20590

NEC Future
US Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

On behalf of the Greater New Haven Chamber of Commerce, thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

My name is Anthony P. Rescigno and I am President of the Greater New Haven Chamber. Founded in 1794, The Chamber's original goal was to represent the concerns of 26 New Haven businessmen who united to persuade the federal government to keep the city's maritime shipping out of the hands of French and British privateers. Their success was the first chapter in an over 200 year tradition of representing the needs of the New Haven business community.

Today, our mission is to provide unrivaled member services and lead regional economic growth through bold and effective advocacy – comprising the municipalities of Bethany, Branford, Cheshire, East Haven, Guilford, Hamden, Madison, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge – for its effective development as a favorable place to operate a business, a desirable place to work, and an attractive place to live.

Today, much like our predecessors over 200 years ago, we join together to persuade the federal government to maintain and improve the vital Northeast Corridor rail infrastructure, which is crucial to economic vitality in our entire region, by supporting Alternatives 1 and/or 2 set forth in the DEIS. We view these two Alternatives as being the timeliest achieved, and most cost effective.

Additionally, because these two Alternatives focus primarily on improvements to existing rail infrastructure, these two Alternatives present the least environmental impact to Connecticut's rural areas.

The primary concern and objective of our member businesses, their employees, and their customers, is the need for dramatically improved commuter travel time to New York City together with improved travel time and more frequent service to Washington and Boston.

In fact, some of the alternatives presented still present new alignments which bypass New Haven and/or the entire coastal corridor of Connecticut. These bypass routes would discard over 100 years of the historic economic development and infrastructure currently existing and centered on the rail corridor. Further, these bypass routes do not support the knowledge-based and innovative economies of southern Connecticut which have arisen as a result of the existing infrastructure. Finally these bypass routes do not merit further consideration by the FRA based on the technical analysis presented in the DEIS.

The State of Connecticut places a high emphasis on its existing urban centers, with focused reinvestment in center cities, inner ring suburbs and transit-rich environments. I urge you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs. Many of New Haven's neighborhoods are economically distressed. From an environmental justice perspective, it is equally important to support these communities and not circumvent them through bypass alignments.

Let me again express strong support for the DEIS process and future improvements to the Northeast Corridor. I encourage you to issue a final EIS that recommends (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route; (2) improved travel time and more frequent service to and from Washington and Boston on the coastal route, Hartford-Springfield route and, if feasible, a Long Island tunnel; and (3) a final decision to not move forward as outline in Alternative 3 with the Central Connecticut alignment.

Thank you for your time and attention to this matter.

Sincerely,



Anthony P. Rescigno
President
Greater New Haven Chamber of Commerce

NEC DEIS Comments - RECORD #613 DETAIL

Status :

Action Completed

Record Date :

2/8/2016

First Name :

Steven

Last Name :

Gniazdowski

Stakeholder Comments/Issues :

I support the full expansion of the Northeast corridor to add new routes. We need this to reduce our reliance on air travel and car travel.

NEC DEIS Comments - RECORD #288 DETAIL

Status :



Record Date :

1/26/2016

First Name :

Linnea

Last Name :

Goddess

Stakeholder Comments/Issues :

With many relatives living in the Boston area, I am thrilled to learn that the rail service between Delaware and Boston may be improved. With airline travel becoming increasingly uncomfortable and time consuming, I will be turning more and more to travelling by train and certainly look forward to any improvements and upgrades to the entire Northeast Corridor.

NEC DEIS Comments - RECORD #1087 DETAIL

Status :

action completed

Record Date :

2/12/2016

First Name :

Cynthia

Last Name :

Godfrey

Stakeholder Comments/Issues :

I am absolutely opposed to NEC Alternative 1 - do NOT destroy Old Lyme with high speed rail through tith historic district!!

NEC DEIS Comments - RECORD #2752 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Ben

Last Name : Goetsch

Stakeholder Comments/Issues :

I oppose any cross sound tunnel or bridge construction that would negatively impact the shellfish resource of Long Island Sound, including any public or private shellfish grounds off the Connecticut coast. For instance, the state of Connecticut leases many thousands of acres of shellfish grounds to the aquaculture industry for the cultivation and rearing of shellfish such as clams and oysters. The shellfish resource held on these leases is the private property of the lessee and any impact on the shellfish resource, either directly or indirectly, from tunnel or bridge construction would most likely lead to legal action from the aquaculture industry. Likewise, damage to the public shellfish resource would deprive Connecticut residents from the ecosystem benefits these animals provide and the enjoyment received from the recreational harvesting of the resource in approved areas.

NEC DEIS Comments - RECORD #881 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Thomas

Last Name : Goggans

Stakeholder Comments/Issues :

To whom it may concern

The proposed expansion route of passenger rail service through Old Lyme is not a reasonable, equitable, or workable plan.

This expansion would literally destroy massive swaths of delicate and protected wetlands, demolish three vitally important and institutions at the core of this country's historical fine art development, as well as obliterate the very structure and homes of one of this nation's oldest towns.

If any individual or business were to interfere with the wetlands in question, they would be charged, fined, and even imprisoned. If the irreplaceable institutions of Old Lyme, the Florence Griswold Museum, the Lyme Art Association, and the Lyme Academy College of Fine Art, were damaged or altered without approval for Historic accuracy, those responsible would also face severe legal repercussions. If any landowner or business changes the land or their buildings in the Historic registry without approval, they would be fined severely. Allowing a new rail expansion to wantonly destroy this town, its history and institutions, and the very residents' lives and livelihood should not be considered or allowed in any way.

Catching the train is already extremely easy via the Old Saybrook station right across the CT river. Why would the immeasurably precious and irreplaceable life and history of an entire town, one whose history, cultural contributions, and institutions stretch back to before our country's founding be discarded and obliterated for a few minutes savings in travel convenience?

No reasonable person would ever consider this plan.

Thank you for your time.

Thomas Goggans

NEC DEIS Comments - RECORD #2368 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Ali

Last Name :

Golbazi

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. This is a beautiful college with years of history.

HEARING OFFICER SIEGEL: The next speaker is Toni Gold.

MS. GOLD: Good evening. My name is Toni Gold. I've been a resident of Hartford for over 40 years. I am a semiretired community investment, placemaking and transportation consultant.

I've been involved in the redesign of I-84 for almost 10 years, so I am very aware of the disaster that huge grade-separated right-of-ways can visit on cities in particular.

On the other hand, I'm a big fan of rail travel. And looking at the alternatives, I would love to see Option 3, the high-speed alternative, if -- and this is a big "if" -- if it works okay on the ground. Connecticut is a state of historic, small-scale, pastoral rural towns and small cities. It's unique; it's wonderful; we love it. Nothing like a highway or a railroad right-of-way to destroy it.

So if such a thing as I would like to see is built, I would suggest that it ought to be -- the right-of-way ought to be chosen with great care. For example, it should not go through any town centers that it doesn't stop at.

Secondly, I would love to see it come to Hartford. I would love Hartford to benefit from being on the Northeast Corridor, but I wouldn't want it to split the city in half as the I-84 right-of-way did.

One thought is that a new Amtrak right-of-way might be put within the median of I-84. And I think this should be seriously considered. But my point overall is that if we're to get the benefits of high-speed rail, and particularly of better rail service of any kind, we have to be very careful about how it works on the ground and how it affects the communities. I would opt for few stops and very well-designed intermodal locations where it does stop. Thank you.

NEC DEIS Comments - RECORD #1718 DETAIL

Status : [Redacted]

Record Date : 2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

This proposal must not be allowed to take place.

A more northerly route through more rural and less historic areas should be considered instead.

John Golden

[Redacted]
2 Victoria Lane

Old Lyme, CT

[Redacted]
Ph: 860-526-9504 x2059 Fx: 860-526-3497 C: 860-790-1006

NEC DEIS Comments - RECORD #2662 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Marilyn

Last Name :

Goldman

Stakeholder Comments/Issues :

Do not run trains through nature preserve area. It pollutes the area with noise and other pollutants. Find another way to make your profits. Don't make profits at the expense of animals who need to be protected in a "safe" environment and land that needs protection from pollution. Think about how you would like it if someone ran a train through your home. Find another way!

NEC DEIS Comments - RECORD #52 DETAIL

Status : Action Completed
Record Date : 12/7/2015
First Name : Ken
Last Name : Goldsmith
Stakeholder Comments/Issues :

The Tier 1 Draft EIS for the NEC FUTURE project has major deficiencies. In particular, the analysis of environmental impacts in the chapter on "Affected Environment, Environmental Consequences, and Mitigation" and the subsequent "Evaluation of Alternatives" is woefully inadequate and legally insufficient.

One major deficiency is the failure of the EIS to assess the potential impacts of the alternatives on protected open space and conservation lands held by local governments and by non-profit organizations such as land trusts. A substantial percentage of the environmentally important lands in the study area are owned or managed by these entities in fee simple or as conservation easements. The EIS makes some effort to quantify the impacts of various alternatives on Federal and state parks, forests and wildlife refuges, but completely ignores the equally important areas owned by local governments and nonprofit organizations. No analysis of environmental impacts can be adequate without this information, even at the Tier 1 level. In most states a detailed inventory of local conservation lands is readily accessible from public sources.

The second major deficiency is the lack of adequate analysis of the impact of the alternatives on unfragmented forest areas throughout the study area. Increasing forest fragmentation is generally agreed to be the most important negative environmental trend at the landscape level in the Northeast. A great deal of information on this topic is easily accessible in the scientific literature and is prominent in the federally-mandated State Wildlife Action Plans prepared by each state. Unfragmented core forest habitat is itself an "ecologically sensitive resource" and should be considered as such in the Tier 1 EIS.

Rail infrastructure can have severe negative impacts on unfragmented habitat areas in two primary ways beyond the simple number of acres actually developed for infrastructure and right-of-way. First, new rail development will further fragment existing contiguous forest areas. Second, new rights-of-way will cause substantial negative "edge effect" impacts on areas of "core" forest that do not currently have these impacts, effectively reducing the area of ecologically-healthy forest and the populations of many species dependent on these ecosystems.

The only reference to this critical subject is a brief mention in Chapter 7.6.3 that "Connecticut is one of the geographically larger states with substantial tracts of contiguous forested and undeveloped land and therefore tends to have the most ecologically sensitive resources." There is no information given to determine the extent of fragmentation caused by each alternative or the consequence of such action at the landscape scale, in Connecticut or elsewhere. This is simply unacceptable. Detailed data on forest blocks and the degree of habitat fragmentation is easily available through public agencies and universities in the region. Simple GIS analysis can be used to assess and compare the landscape-scale impacts of various alternatives at the Tier 1 level.

I trust you will thoughtfully incorporate additional information and analysis into the Final EIS based on these comments. Thank you.

NEC DEIS Comments - RECORD #2184 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Jay

Last Name :

Goldstein

Stakeholder Comments/Issues :

As an 1971 Alumni of the University of New Haven and an elected Professional Sculptor Member of the National Sculpture Society based in New York City, please know that I oppose Alternative 1 of the Northeast Corridor Futures proposal if it potentially impacts, harms and/or directly involves, in any way, the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #893 DETAIL

Status :

Action Completed

Record Date : 2/11/2016

First Name : Sam

Last Name : Gonce

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

NEC DEIS Comments - RECORD #2072 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Doina

Last Name : Gonci

Stakeholder Comments/Issues :

As long term residents and voting tax-payers of Old Lyme, CT, my husband and I would like to note our vigorous opposition to the proposed rail proposal option which would, in effect, eviscerate this town. It is ill-conceived and incredibly short-sighted. It would not only destroy what commercial areas we have but also our historical and cultural centers. This particular option should be scuttled and resources devoted to other 'visions' for addressing the NE Corridor needs.

NEC DEIS Comments - RECORD #860 DETAIL

Status :

Record Date :

2/11/2016

First Name :

Donald

Last Name :

Gonci

Stakeholder Comments/Issues :

To Rail-line planners, Old Lyme is one of the first incorporated townships in Conn. with a rich historic past. The flavor of this town, as with such towns as Wethersfield, Litchfield, Windsor, is a key component of Connecticut identity, a constitution state. While upgrading the rail line is so important for economic and environmental reasons, the upgrade must not be done in a way that impacts the character of this state. There is already a rail path which the town has adapted to..the focus should be on its upgrade. It would be absolutely wrong to construct a new railbed line in such a historically and environmentally sensitive area. Alternative 1 should no longer be considered a viable approach. Thank you.

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.



Expanding rail service is needed. I would use rail service more if there were more competition in price vs travel time between locations.

A series of horizontal lines for writing additional comments.

Name: Frank Gonzalez

Address: _____

Email: frankgonzalez@outlook.com



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 #1303 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Corinne

Last Name : Good

Stakeholder Comments/Issues :

Please do not destroy a town that has been on the banks of the Connecticut River for over 350 years. There are other, less destructive alternatives.

NEC DEIS Comments - RECORD #2444 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : The Rev. David W.
Last Name : Good
Stakeholder Comments/Issues :

Alternative 1 would have a devastating impact on our Old Lyme community, and even as it would destroy our town, it would provide minimal improvement to high speed rail service. We may be a small community but we're more than just a dot on the map. If you pursue Alternative 1 I guarantee you will be met with massive resistance!

NEC DEIS Comments - RECORD #2907 DETAIL**Status :** Pending**Record Date :** 2/16/2016**First Name :** Ernest**Last Name :** Goodrich**Stakeholder Comments/Issues :**

Alternative 1 of the Northeast Corridor Futures Proposal, involving a rerouting of the current trackbed across the Connecticut River between Old Saybrook and Old Lyme, and across New London County, represents a radical alteration of rural and semi-rural areas of significant environmental, historical and touristic importance to the State and the region. The unique nature of the lower Ct Valley region has been repeatedly recognized by governmental action and private activity, recently, most notably, through the preservation of over 1000 acres of undeveloped land primarily in Old Saybrook and not far from the expanded roadbed. In addition, the rerouting would literally destroy the historic 18th and 19th century village of Old Lyme, with significant cultural and educational resources adjacent to or literally in the path of the proposed roadbed.

Other alternatives, without a direct and disastrous impact on irreplaceable coastal features and historic settings, should be explored more fully and favored over Alternative 1.

NEC DEIS Comments - RECORD #1551 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Theodore
Last Name : Gordon
Stakeholder Comments/Issues :

Ladies and Gentlemen:

As long time residents of Old Lyme, CT, we must add our strong objections to your ill-advised proposal to add a track that would run through our town. Alternative 1 will impinge on wetlands, adversely affect the character of the land of the museums, art schools, and historic downtown nearby. We hope the chorus of objections is loud enough to require you to devise a better plan.

Ted and Ann Gordon

NEC DEIS Comments - RECORD #1039 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Melissa

Last Name : Gore

Stakeholder Comments/Issues :

I oppose!!

NEC DEIS Comments - RECORD #2056 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Thomas B.

Last Name : Gorin

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, the Village of Old Lyme's historic Lyme Street architecture, as well as the protected lands of the Connecticut River estuary. "Alternative 1" is a completely outrageous and destructive concept. What were you thinking???

NEC DEIS Comments - RECORD #2878 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Eloise

Last Name : Gormley

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 #1661 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Gloria

Last Name : Gorton

Stakeholder Comments/Issues :

I am opposed to Alternative 1, which would negatively impact the historic district of Old Lyme, CT. As the President of the Haddam Historical Society, I understand the importance of our historic districts and structures to our communities. As a society, we cannot progress toward the future if we disrespect our past.

NEC DEIS Comments - RECORD #506 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Christina

Last Name : Gotowka

Stakeholder Comments/Issues :

I do not think that Plan one is a considerations as it will alter important historic properties not to mention forever change the character of a most CT beautiful town.

NEC DEIS Comments - RECORD #1287 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Christina

Last Name : Gotowka

Stakeholder Comments/Issues :

Plan two makes so much more sense. Connecting Storrs with Boston offers more gains for economic development and supporting all the thousands of \$\$\$ invested in the UConn campus.

NEC DEIS Comments - RECORD #543 DETAIL

Status : Action Completed

Record Date : 2/4/2016

First Name : Thomas D.

Last Name : Gotowka

Stakeholder Comments/Issues :

I am writing to express my grave concern with and opposition to Alternative 1 of the draft EIS for the NEC Plan which, in an effort to modernize the Northeast Corridor, would reroute high-speed rail lines over a new bridge crossing the Connecticut River, and then across the saltwater marshes at the Lieutenant River, and through the center of Old Lymes's historic district. This ill-conceived plan provides no economic benefit or convenience to local Old Lyme commuters or residents. However, it will cause considerable and irreversible harm to an environmentally sensitive area; and result in a devastating impact to businesses, museums and schools. Further, the plan would hinder access by resident's to the Town's small shopping district, which includes the Town's only grocery store.

I find it incredible that you would unveil such a devastating plan without input or review by impacted residents or town officials.

Sincerely,

Thomas D. Gotowka

5 Library Lane

Old Lyme, CT

I am writing to express my grave concern with and opposition to Alternative 1 of the draft EIS for the NEC Plan which, in an effort to modernize the Northeast Corridor, would reroute high-speed rail lines over a new bridge crossing the Connecticut River, and then across the saltwater marshes at the Lieutenant River, and through the center of Old Lymes's historic district. This ill-conceived plan provides no economic benefit or convenience to local Old Lyme commuters or residents. However, it will cause considerable and irreversible harm to an environmentally sensitive area; and result in a devastating impact to businesses, museums and schools. Further, the plan would hinder access by resident's to the Town's small shopping district, which includes the Town's only grocery store.

I find it incredible that you would unveil such a devastating plan without input or review by impacted residents or town officials.

Sincerely,

Thomas D. Gotowka

25 Library Lane

Old Lyme, CT

NEC DEIS Comments - RECORD #1173 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Rita
Last Name : Gould
Stakeholder Comments/Issues :

Doesn't anyone in Washington ever do their homework? It's bad enough we have to deal with super high taxes, crappy roads an idiot for a governor and now your ignorant agency. Have a nice day.

NEC DEIS Comments - RECORD #1572 DETAIL

Status :

Record Date : 2/15/2016

First Name : Rita

Last Name : Gould

Stakeholder Comments/Issues :

All I know is that American Medical let me run out of diabetic testing strips. This is unacceptable. As a 73 year old, I'm fully aware that in order to support ObamaCare, old people have to die. Do you have to make it so obvious by denying us our medication. I happened to have worked ALL my life.

Don't depend on snail mail. Have a nice day.

Rita Gould

On Sat, Feb 13, 2016 at 12:52 PM, <info@necfuture.com> wrote:

- > Thank you for your comment. Please note that comments received on the
- > Tier 1 Draft EIS by February 16, 2016 will be addressed in the Tier 1 Final
- > EIS, anticipated to be released in late 2016. We appreciate your interest
- > in NEC FUTURE.
- >
- > <http://www.NECFUTURE.com/>
- >
- >

NEC DEIS Comments - RECORD #2802 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Elizabeth

Last Name :

Gourlay

Stakeholder Comments/Issues :

While I am for efficient train service going forward, I strongly urge the NEC FUTURE to avoid any damaging impact on the Old Lyme historic district including the Lyme Academy where my husband teaches. We and everyone that I have talked to in the area are both strongly against this project encroaching on the town and to any damages to the natural environment in and around the mouth of the Connecticut River.

NEC DEIS Comments - RECORD #2496 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Marion

Last Name : Gourlay

Stakeholder Comments/Issues :

I am very, very concerned about the proposed Tier 1 Draft EIS. Not only will it destroy the Old Lyme Campus of the University of New Haven, but will destroy many of the historic buildings in Old Lyme. I have lived here for fifty six years and treasure the careful attention given to retaining our special small town.



Dannel P. Malloy
GOVERNOR
STATE OF CONNECTICUT

February 11, 2016

Administrator Sarah Feinberg
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

The State of Connecticut welcomes the opportunity to comment on the Federal Railroad Administration's (FRA) NEC Future Tier 1 Draft Environmental Impact Statement (DEIS). Accompanying this letter are specific comments on the DEIS that reflect the state's concerns and recommendations. These were composed by Connecticut's Departments of Transportation, Energy and Environmental Protection, Housing, Economic and Community Development, as well as the Office of Policy and Management. The Northeast Corridor is, of course, vital to Connecticut's economy. That is why my 30-year \$100 billion program (*Lets Go CT!*) invests heavily in rail generally, and the Corridor in particular. And that is why I write to you to express my priorities for the NEC Future program.

A vision for the Northeast Corridor is long-overdue. So, I commend the FRA for initiating this program which is the crucial first-step towards an investment program to reverse decades of underinvestment and improve service to the Northeast. Connecticut has a vital interest in the success of this process. As you know, we own and/or operate several commuter and freight rail systems. The most important of these is the New Haven Line, which is the busiest commuter rail system in the nation serving a critical segment of the Northeast Corridor. Connecticut bears the full cost of maintaining this important link in the Washington to Boston intercity corridor.

Connecticut does not endorse any particular Action Alternative at this time. Rather, Connecticut strongly recommends that FRA initiate a *phased* Tier 2 Environmental Impact

Statement (EIS) program. The first phase of the Tier 2 EIS should focus on enabling *all* projects identified in the No-Action Alternative (funded or unfunded) on the existing New Haven Line, Shore Line East and include similar work for the New Haven-Hartford-Springfield Corridor, including addressing connections to Bradley International Airport. Additionally, this program should acknowledge and advance the federally-funded "Knowledge Corridor" initiative. Only *after* this is completed should major new capacity be evaluated. These bolder and more costly initiatives deserve much more rigorous and comprehensive evaluation before FRA can recommend investments of this magnitude.

Furthermore, major new alignments that have been identified in Action Alternatives 1, 2 and 3 of the DEIS affect the entire New England region and in large measure are dependent on investments along the entire Northeast Corridor. Therefore, Connecticut strongly recommends that FRA conduct this new corridor evaluation with a deliberate, multi-state, multi-agency and multi-operator methodology. We recommend that the additional information required to enable such critical corridor-wide decisions include at a minimum: service development plans; forecasts of future land use and development; detailed economic and cost/benefit analysis; specific right-of-way, environmental, energy and construction impacts to our communities as well as our other transportation modes; and a coherent and sustainable funding strategy. Of course, decisions on new alignments cannot be made without agreements among states and stakeholders. Connecticut is prepared to work with FRA, Amtrak, New York, Massachusetts and other regional partners to fully advance this strategy on the existing passenger rail corridors.

Thank you again for the opportunity to convey my priorities on the NEC Future DEIS. The Connecticut Department of Transportation stands ready to assist FRA in this process which is so critical to my state.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Malloy", is written over a light blue circular stamp. The signature is fluid and cursive.

Dannel P. Malloy
Governor

Enclosure

Cc: Rebecca Reyes-Alicea

Technical Comments Organized by Draft EIS Chapter/Section:

Summary:

1. The Action Alternatives that have variations in the alignment in Connecticut would have the greatest environmental impact. Any project-level Tier 2 analysis would have to address not only the environmental consequences and potential mitigation, but also the right-of-way impacts and a detailed cost-benefit analysis.
2. Page S-16 - 1st paragraph mentions that the expansion of intercity service proposed in Action Alternatives would generate revenues in excess of operation costs. Is the revenue generated strictly from intercity? What is the impact on commuter service?
3. Page S-16 - 1st Table S-3 - The Affected Environment column shows areas studied to assess potential for impact and was defined generally as a "swath" of land ranging from ½ mile down to 2,000 feet depending on resource. The swath of land should be described in a general sense and not made resource-specific, given the fact that the alternative locations are really not well defined.
4. Table S-5 - There should be a column for No Action Alternative.
5. The state's and other's ongoing investments in transit and associated transit-oriented development (TOD) can be expected to increase the demand for regional rail service. The DEIS should consider its opportunities to leverage such investments by connecting the NEC with regionally significant hubs and the existing or planned networks that serve them.
6. The DEIS is strongly urged to consider potential NEC roles in the region's rail freight network and the potential return on NEC investments by enhancing the region's capacity to move goods by rail.

Section 2 - Readers Guide:

1. Page 2-6 – Given the variability of alternate locations and their Representative Routes within the Context Area, it would make more sense for the Affected Environment analysis to be based on one general width that is broad enough to encompass all resource concerns.

Section 3 - Purpose and Need:

1. Page 3-13 - Does air travel time include amount of time spent at the airport prior to departure? For a meaningful comparison among modes, calculation of time spent in travel should include all time spent at an airport or transit station prior to reaching the final destination. Provide specific air travel analysis and modeling assumptions, i.e. travel time savings, demand, etc.

Section 4 - Alternatives Considered:

1. FRA is calling this an "investment program". All projects in Connecticut's investment program must be included in the Tier 2.
2. Alternative 1 includes new track in Fairfield and New London Counties that would require significant ROW acquisitions and likely generate public concern. The alignment in proximity to I-395 may also impact the design of state Route 11, should that ever be constructed.

3. Alternatives 2 and 3 include substantial lengths of new track, some where there is absolutely no existing track. Considering Connecticut's dense existing infrastructure, this would involve substantial amounts of ROW takings and likely many of these will be historic. The Section 4(f) exemption in the new FAST Act will not exempt the use of non-rail related historic structures.
4. Page 4-19 – Please identify source of NHHS numbers presented in sidebar
5. A new contact list for the MPOs and RCOGs is attached and should be referenced in Attachment A.
6. CTDOT acts as the MPO for Connecticut's Transportation Conformity Determination Analysis.
7. As of January 2, 2016, Hartford County is in Attainment for CO.
8. On October 13, 2005, EPA published in the Federal Register (Vol. 70., No. 197) approval of a request by CTDEEP for a Limited Maintenance Plan and redesignation of the New Haven Nonattainment Area to Attainment for the National Ambient Air Quality Standards for PM 10. This direct final rule became effective on December 12, 2005.

Section 6 - Economic Effects and Growth, and Indirect Effects:

1. While the economic report specifically says the Benefit/Cost analysis will be done at the next stage, it would have been helpful to include some reference to the relative size of the economic impacts relative to the cost of the alternatives.
2. No Summary Table. The 58-page chapter on economic effects contains lots of result tables that present elements of the analysis results. However, it is extremely difficult to understand or grasp the cumulative effect of all the different elements. It is not always clear what is included in an individual table, and there is no guidance as to whether the amounts presented in separate tables can even be added together.
 - It is impossible to draw any conclusion about what the total economic impact might be.
 - A simple summary table at the end would be helpful.
3. The primary conclusions are not supported with data:
 - The greatest economic impact is achieved by the increased flow of people within major metro areas.
 - The second largest economic impact is realized from the increased flow of people between major commercial centers.
 - The third largest economic impact is from development around stations that is generated by improved access.

Section 7 - Affected Environment, Environmental Consequences, and Mitigation Strategies:

1. The draft EIS is only considering historic properties converted to a transportation use as 4(f) properties. What about historic transportation structures that are adversely affected?
2. In the Summary Section as well as Parklands Section, Section 4(f) is referred to as "converting" recreation/parkland for transportation purposes. Section 4(f) needs to be addressed when there is any type of "use" of park or recreation land. "Conversion" is more of a term used under Section 6(f), which needs to be addressed if the park/recreation area (involving Land and Water

Conservation Funds) is converted from a park/recreation use to a transportation use. The term under Section 4(f) should be “use” not “conversion”.

3. Substantial rail corridor expansions or proposed new rail corridors would require a Conformity Analysis to determine conformity with Connecticut’s State Implementation Plan, as required by the Clean Air Act. Though this Determination would be made by FRA, it would be reviewed and approved by DEEP and CTDOT.
4. The proposed Old Saybrook, CT to Kenyon, RI segment would minimize the number of trains travelling along the existing NEC along eastern coastal Connecticut, thereby minimizing seasonal bridge closure disruptions to marine navigation on the existing NEC corridor. This needs to be weighed against the potential adverse impacts to water-related natural resources associated with the additional water crossings needed to accommodate the proposed new rail segment from Old Saybrook, CT – Kenyon, RI.
5. The Final EIS should contain an analysis that includes a description of how the existing NEC corridor will need to be modified to address increased tidal, storm surge and riverine flooding under the climate change and sea-level rise scenarios applied to the action alternatives described in the DEIS’ Chapter 7, Section 15 – Climate Change and Adaptation, and a description of the potential environmental impacts associated with such modifications.
6. Specific to Alternative 2, the DEIS appears to contain no mention of The Last Green Valley National Heritage Corridor, a federally designated Heritage Corridor requiring any federal entity conducting or supporting activities directly affecting the Heritage Corridor to consult with the Secretary of the Interior and the Heritage Corridor’s management entity with respect to such activities to minimize any adverse effect on the Heritage Corridor.

Section 8-Construction effects

1. Page 8-5: The NEC electrification project is a poor comparison for determining the impacts that the rail construction will have on the Action Alternatives. Rail traffic has increased since 2000 and expanded service is being launched on the New Haven to Hartford segment. The electrification project was constructed on the existing embankment. However, the current construction on the Hartford line proves that the existing embankments cannot support modern track design standards.
2. Page 8 of 18 – Seventh Paragraph – The Walk Bridge, which is currently undergoing environmental review, was not included under the “Major Bridges” section.
3. In section 8.2.2 Alternative 3 discusses the creation of a second alignment between New York and Hartford to be constructed prior to improvements of the existing ROW between Boston and New York. A more realistic scenario suggests that increasing ridership demands will require major upgrades to the existing ROW between Boston and New York, long before Alternative 3 could be implemented. This DEIS should consider that major upgrades to the existing rail network will be required over time to enable the scope of work contemplated in Alternative 3.
4. Page 10 of 18 – 8.3 Station Construction – The new proposed Barnum, Orange and Niantic stations have not been included in the report.

5. The segment from New Haven to Hartford has an alignment that will not support speeds in excess of 110 mph. Also there are many grade crossings along the corridor, particularly in Wallingford and Meriden. Speeds in these communities are limited as a result of the grade crossing operation with traffic signal preemption and station stops. For these reasons, Alternative 2 will require a major rebuild of this segment along with a substantial grade separation program. The resulting rail infrastructure will significantly alter the downtown areas of Wallingford and Meriden.

Section 9 – Evaluation and Alternatives

1. It would be appropriate to give some degree of weighting to the factor of potential increased maintenance cost when considering the selection of the FEIS preferred alternative.

Appendix:

1. *Methodology (from Appendix D) Use of Multipliers rather than Models.* The analysis is not based on use of an economic modeling methodology. Instead the consultant used a more generalized approach that applied appropriate ‘multipliers’ to estimates of travel changes such as VMT reduction, travel time savings, travel cost savings, etc. The factors were derived from US Bureau of Economic Analysis RIMS model and applied to appropriate travel change estimates. They were also adjusted to reflect the economic base differences among different parts of the corridor.
2. *Methodology (from Appendix D) Regional Rail Benefits.* The methodology for regional rail economic impacts were estimated followed by the impacts of Intercity Rail. FRA’s consultant employed ‘user benefit’ methods originally developed by FTA. No true economic impact analysis was produced.
3. In Appendix E.09 there is a list of historic properties. Obviously, more analysis will be done at the Tier 2 level when projects are in design, however, it should be noted that Connecticut State Historic Preservation Office (CTSHPO) considers some rail corridors as National Register-eligible linear historic districts. The New Haven-Hartford-Springfield line is listed in the matrix as eligible, but the New York-New Haven line is considered eligible as well. Contributing properties include historic bridges, stations, and catenary structures. The Cos Cob Power Station is listed here as being the National Register, but it has actually been demolished.
4. On page F-3 of Appendix G (Section 106 Programmatic Agreement), additional potential consulting parties should be added:
 - Berlin Historical Society
 - Connecticut Eastern Railway Museum (Eastern Connecticut Chapter of the National Railway Historical Society)
 - Danbury Railway Museum
 - Norwalk Historical Commission
 - SONO Switch Tower Museum (Western Connecticut Chapter of the National Railway Historical Society)
 - Stamford Historic Preservation Advisory Commission

Minor Corrections, Discrepancies and Updates

1. In Section 4.2.5.2 of the DEIS (p. 4-33), reference is made to the December 31, 2015 deadline for the implementation of positive train control (PTC) on shared passenger/freight lines. The FEIS should update this to reflect that the deadline has been extended to December 31, 2018.
2. Similarly, the schedule for commencement of the new passenger service to be operated by the State of Connecticut on the Springfield Line, referred to on page 5-16, has been revised from 2016 to 2018, an update that can be made for the FEIS.
3. Discussion on pages S-5 and 3-1 give the volume of freight moved on the NEC as 350,000 carloads per year. Page 1-3 says that 370,000 tons of freight move annually on the NEC, a much smaller volume than 350,000 carloads. The volume of freight moved is given as 400 million tons on page 3-10, a number that does not equate to the carload total given.
4. Page 7.2-4 says the greatest conversion of undeveloped land occurs under Alternative 2. This does not seem as though it could be correct, particularly when two of the Alternative 3 options incorporate the Hartford-to-Providence alignment of Alternative 2 in addition to their other land conversions. Similarly, the substantially greater acreage of undeveloped land conversion for the Long Island alignment as compared to the Central Connecticut alignment (p. 7.2-8) appears questionable.
5. On page 7.5-7, the new Connecticut River bridge from Old Saybrook to Old Lyme that occurs as an element of Alternative 1 is listed as an aerial structure rather than as a major bridge. Why is this, particularly when other crossings of much smaller watercourses and classified as major bridges?
6. In the discussion of impacts to freshwater resources (p. 7.5-20) and coastal resources (p. 7.5-22), the impacts to these resources are listed as 'high' for at-grade track construction but as 'negligible' and 'moderate', respectively, for track construction on embankments for freshwater and coastal resources. Given the wider footprint of an embankment profile as opposed to at-grade track construction, these characterizations of embankment design as less impactful are puzzling.
7. The threatened and endangered species analysis uses a basis that if such species occurs anywhere within the same county as the representative route, that species occurrence is counted in the analysis for that route. This methodology was used because of a lack of precision in the GIS data available to FRA (p. 7.6-16) but information based that broadly does not provide any useful data to assess the impacts of the various alternatives.
8. The second sentence on page 7.15-17 says that the existing NEC has the lowest percentage of its representative route at risk from storm surge flooding among the Action Alternatives. This does not match up with the graph in Figure 7.15.4 or correlate with the general discussion in this section.

Attachment A

MPO and RCOG Contact Information

Capitol Region Council of Governments

241 Main Street, 4th Floor
Hartford, Connecticut 06106-5310
Telephone: (860) 522-2217, ext. 232
Fax: (860) 724-1274
E-Mail: lwray@crcog.org
Website: www.crcog.org
Executive Director: Lyle Wray

Connecticut Metropolitan Council of Governments

1000 Lafayette Blvd, Suite 925
Bridgeport, Connecticut 06604-4902
Telephone: (203) 366-5405
Fax: (203) 366-8437
E-Mail: bbidolli@ctmetro.org
Website: www.ctmetro.org
Executive Director: Brian Bidolli

Lower Connecticut River Valley Council of Governments

145 Dennison Road
Essex, Connecticut 06426
Telephone: (860) 581-8554
Fax: (860) 581-8543
E-Mail: sgold@rivercog.org
Website: www.rivercog.org
Executive Director: Sam Gold

Naugatuck Valley Council of Governments

49 Leavenworth Street, Suite 303
Waterbury, Connecticut 06702
Telephone: (203) 757-0535
Fax: (203) 756-7688
E-Mail: rdunne@nvcogct.org
Website: www.nvcogct.org
Executive Director: Rick Dunne

Northeastern Connecticut Council of Governments

125 Putnam Pike (Route 12)
P.O. Box 759
Dayville, Connecticut 06241-0759
Telephone: (860) 774-1253
Fax: (860) 779-2056
E-Mail: john.filchak@neccog.org
Website: www.neccog.org
Executive Director: John Filchak

Northwest Hills Council of Governments

Suite A-1, 59 Torrington Road
Goshen, Connecticut 06756
Telephone: (860) 491-9884
Fax: (860) 491-3729
E-Mail: rlynn@northwesthillscog.org
Website: www.northwesthillscog.org
Executive Director: Richard Lynn

South Central Regional Council of Governments

127 Washington Avenue, 4th Floor West
North Haven, Connecticut 06473 - 1715
Telephone: (203) 234-7555
Fax: (203) 234-9850
E-Mail: camento@scrcog.org
Website: www.scrcog.org
Executive Director: Carl Amento

Southeastern Connecticut Council of Governments

5 Connecticut Avenue
Norwich, Connecticut 06360-4592
Telephone: (860) 889-2324
Fax: (860) 889-1222
E-Mail: jbutler@seccog.org
Website: www.seccog.org
Executive Director: James S. Butler

Western Connecticut Council of Governments

888 Washington Boulevard - 3rd Floor

Stamford, Connecticut 06901

Telephone: (203) 316-5190

Fax: (203) 316-4995

E-Mail: fpickering@westernctcog.org

Website: www.westernctcog.org

Executive Director: Francis Pickering

NEC DEIS Comments - RECORD #107 DETAIL

Status : pending
Record Date : 1/6/2016
First Name : Henry
Last Name : Gozdz
Stakeholder Comments/Issues :

Please do all you can to improve bicyclists' access to the mass transit system.

NEC DEIS Comments - RECORD #2173 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Larry

Last Name :

Grab

Stakeholder Comments/Issues :

I oppose alternative 1, which cuts through the Lyme College of arts and surrounding watershed areas. It is a ridiculous cultural and environmentally unfriendly option. What are you people thinking?

NEC DEIS Comments - RECORD #170 DETAIL

Status : Pending
Record Date : 1/13/2016
First Name : Patrick
Last Name : Grace
Stakeholder Comments/Issues :

The Long Island Rail Road was instrumental in the development of the economy of dead-end Long Island in the 19th and 20th Centuries. Both agricultural and industrial. From potatoes to Grumman with its role in WW II and post and landing on the Moon. Never mind the economic growth that can be attributed to Robert Moses' road and bridge network. This cradle of aviation is losing the young because our infrastructure is not advancing to advance the economy. We need to bring Amtrak to Long Island and expand LIRR, especially electrification to prevent the Long Island economy from imploding. We also need the car tunnels. Do not listen to NIMBYs who do not care about the future or everyone else besides themselves.

NEC DEIS Comments - RECORD #2281 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Rima

Last Name :

Grad

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 #1983 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Bryan

Last Name : Graff

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Regards,

Bryan Graff

NEC DEIS Comments - RECORD #1542 DETAIL

Status :

~~Pending~~

Record Date :

2/15/2016

First Name :

Maureen

Last Name :

Gragg

Stakeholder Comments/Issues :

Either Alternative 2 or 3 make a lot of sense by increasing access to markets and passengers currently not served. Alternative 1 is a terrible idea, destroying historic communities (Lyme) with very little increase in benefit to riders. Please do not choose Alternative 1.

NEC DEIS Comments - RECORD #3041 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Dan

Last Name :

Graham

Stakeholder Comments/Issues :

This rail would have greatly helped me when I was living in Providence RI and commuting to Storrs UConn campus for coursework between 2012-2015. The general idea of a rail system connecting Storrs, Providence, etc. is a great idea for connecting Storrs to major cities in the region.

NEC DEIS Comments - RECORD #1786 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Karen

Last Name :

Graham

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 #345 DETAIL

Status : Action Completed

Record Date : 1/28/2016

First Name : Melanie

Last Name : Graham

Stakeholder Comments/Issues :

To whom it may concern,

We are writing to express great disapproval of the FRA's proposal of a high speed train running through Garden City, NY, on Long Island. This would be devastating to a very historical, peaceful and productive community. The traffic, noise, danger to pedestrians, disruption of travel, and sheer presence of a train cutting through the heart of the town are all reasons to dismiss this proposal. Please note that we strongly oppose "Alternative 3" to the Federal Railroad Association.

Sincerely,

Ken and Melanie Graham

NEC DEIS Comments - RECORD #2492 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Ronald

Last Name : Graham

Stakeholder Comments/Issues :

Please do what ever is needed to enhance the ride quality and efficiency of travel in the corridor. A dedicated track for trains to run express. Overhaul the water faucets to stop water leakage. Add a dedicated Internet café car. This would allow passengers that just want to eat a place to sit.

NEC DEIS Comments - RECORD #2414 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Al

Last Name : Granberg

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 #1071 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Shirley

Last Name : Grande

Stakeholder Comments/Issues :

fix what we have now don't mess up our town

NEC DEIS Comments - RECORD #1122 DETAIL

Status : Pending
Record Date : 2/12/2016
First Name : Jane
Last Name : Grant

Stakeholder Comments/Issues :

As a resident of Connecticut I take great interest in visiting the areas of historic interest which are in our state. I frequently go to Old Lyme just for the pleasure of enjoying the past and the present simultaneously. It's not a time warp--it's an opportunity to think about our roots--politically, culturally, architecturally--and they are all combined! A rail line through this area would be a crime against the many individuals and organizations who have worked so hard to protect an area in the public interest.

NEC DEIS Comments - RECORD #1260 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Jenifer

Last Name : Grant

Stakeholder Comments/Issues :

I believe the wisest choice is to focus on routes through CT away from the vulnerable shoreline and go through Hartford.

NEC DEIS Comments - RECORD #1769 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Ms

Last Name : Grant

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 #676 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Yvonne & Christopher
Last Name : Grant
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 (I have lived in Maryland my entire life, 64 years) 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.

I have spent countless hours hiking and birding in Patuxent Wildlife Refuge over the years. I have taken my children there to educate them about nature and conservation.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

NEC DEIS Comments - RECORD #2654 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Emily

Last Name : Gravell

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. I would suggest finding an alternative route for the rail in Old Lyme that does not interfere with the historic campus.

January 26, 2016

Rebecca Reyes-Alicea

U.S. DOT Federal Railroad Administration,

One Bowling Green, Suite 429,

New York, NY 10004

Dear Rebecca:

I am making my observation on the public consultation for the NEC proposal.

We talk so much about High Speed Rail but we forget about comprehensive Regional Light Railway System that costs much less, in which we need to construct five strategic goals and objectives:

- 1) Reducing Our Dependency on Oil and all Fossil Fuels in any form or shape.
- 2) Reducing the Level of CO₂/ GHG Emission, the Closest to Absolute 0%.
- 3) Increase the Use of Renewables and Establish America First Green Grid.
- 4) Isolate at a safe distance, freight trains completely from passenger trains to avoid risks and accidents.
- 5) Create a Master Plan for full integration and amalgamation of fast trains and advanced regional trains.

The above five focal points are achievable through Electro-Light, an advanced regional light railway system powered by renewables and green grid. The brochure is a strategic exploration to what we can add to the equation. Our goals and objectives are very much entwined and we are willing to work with you in any capacity. Please feel free to contact me for further information.

Thank you and I look forward to hearing from you.

Kind regards,



Stéphane De Roche, CEO



Future Connections: NEC and Light Railway Systems Intertwining NEC and Electro-Light



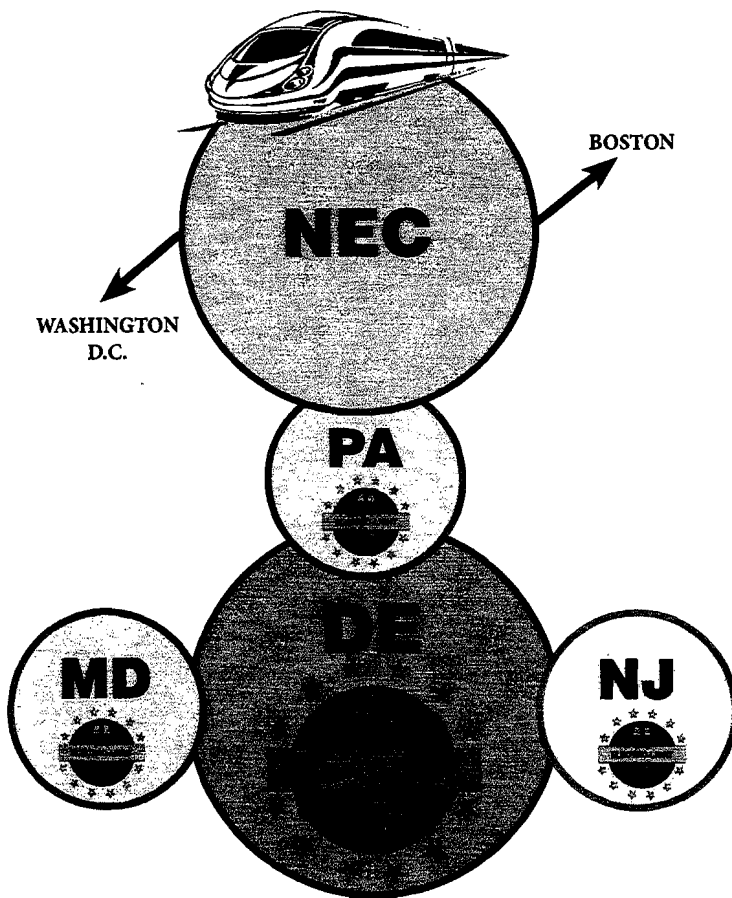
Electro-Light

The system that does not use the grid but becomes a green grid on its own sustainable, doable, and cost effective with a shorter payback period.

The system resilient enough to work in all weather conditions - hurricanes, storms, tornados, and snow.

The system that acts as a backup system in case of outages for all vital services, including hospitals, communication centers, and emergency services

**E: graviton.dynamics3000@gmail.com
www.IIFET3000.org/aifet.html**



Electro-Light is an essential phase, a strategic and revolutionary innovation, and an advantage for both sustainability and resiliency.

Our obligation to humanity and future generations is to find new patterns of thinking and creativity to deal with pressing and urgent issues and compile simultaneously multiple solutions along the way.

Evolution is thinking and thinking again to become strategically critical and analytical in tangible ways. Innovation must be accelerated. The solution is long overdue.

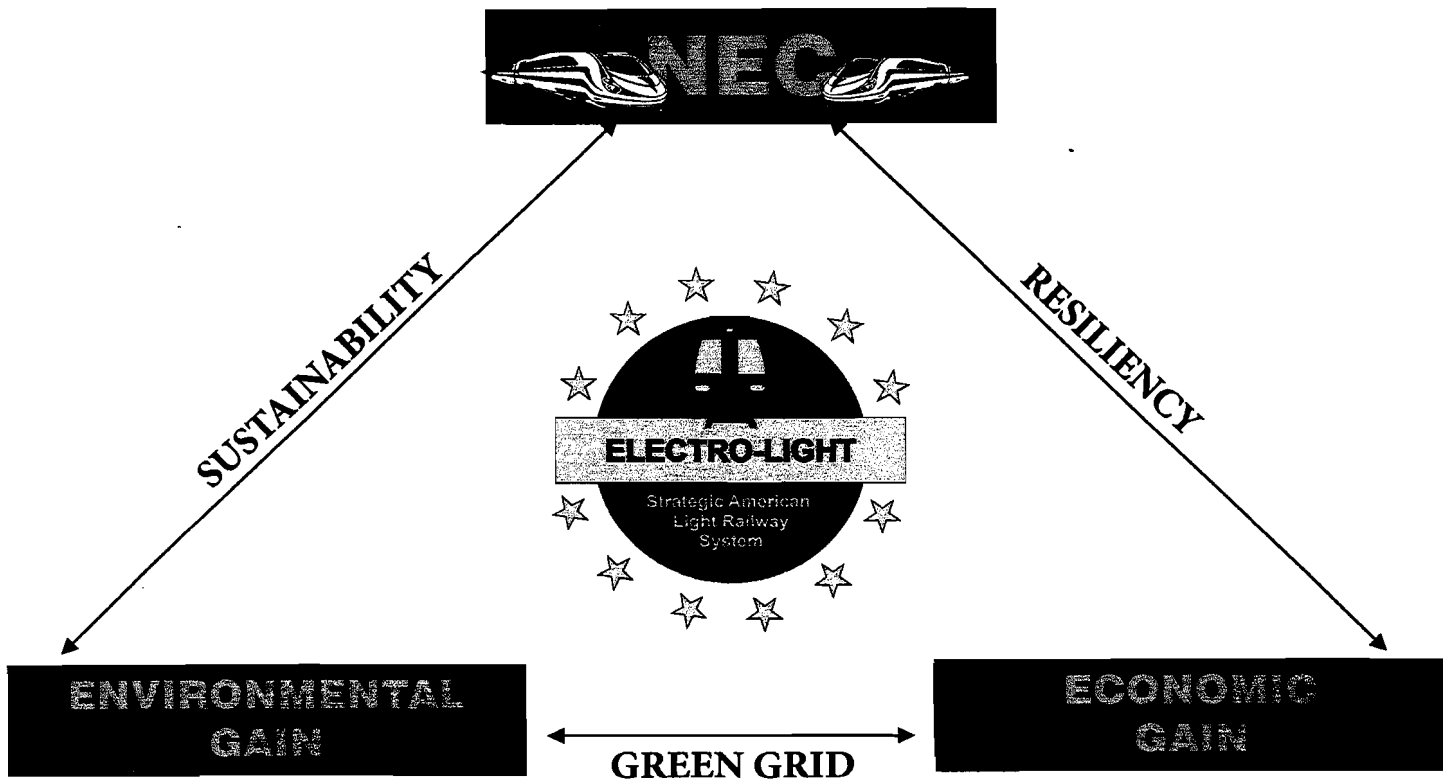
Electro-Light has been in development since 2008. The proposed light railway system is a multi-purpose solution that generates its own energy. Indeed, it will produce an excess of energy in the hundreds of megawatts into a discrete green grid that in turn provides energy to charging stations for all kinds of EVs along roads and motorways. This is a multiple solution in one, which translates into high efficiency, sustainability, resiliency, and performance.

The process of integrating an intelligent electric transport system that includes the electric train and electric vehicles (green car) and becomes a green grid in itself is a winning ticket for the next generation of the fully electric transportation system. Trains are the medium and catalyst for a complete solution. Road congestion is expected to increase several fold due to the addition of millions of cars to the road, exacerbated by increased pollution that destabilizes the environmental equilibrium. Public transportation is the only solution to this problem.

Addressing Current and Future Challenges

Public transport remains a vital issue, especially when the population is growing rapidly. This type of electric train, part of the proposed Electro-Light system, is a passenger, mail service, a modern town and city connector designed by Graviton Dynamics Inc., part of The Strategic American Light Railway System. No attempts have been made in the past to integrate electric train and electric car solutions into a green grid and an intelligent infrastructure at the same time, where zero carbon emission is the desired outcome.

Intelligent Infrastructure Interacting with Electric Transportation and Green Grid



Threats and Opportunities

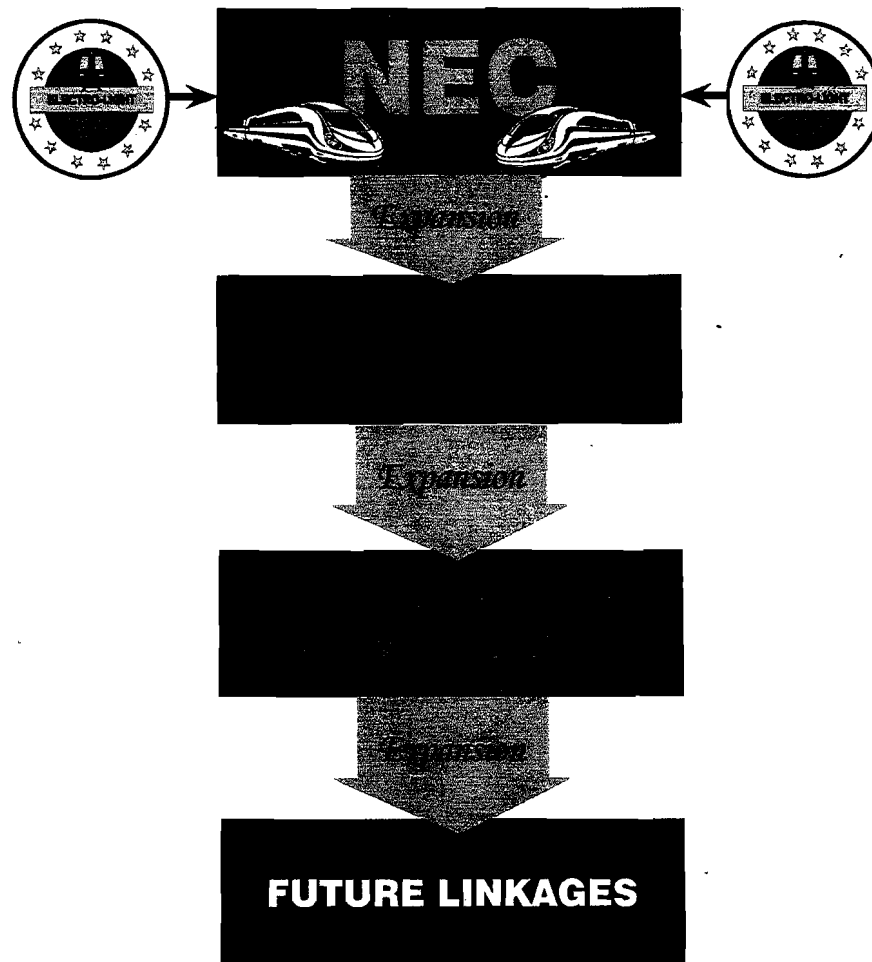
We must find a way and a perfect fit to solving the serious problem of road congestion due to the increased number of vehicles on the road, now and in the immediate future.

Electric trains carry more passengers in greater comfort and with better safety than conventional cars and vans. Our full and complete White Paper will assist the transport industry to capitalize on the opportunities of emerging transport solutions and trends, particularly expanding the scope of electric transport and road electrification capabilities. This outcome also leads to business opportunities that could not be possible without these new technological assets.

Transport Strategic Planning

The combined solution of an electric vehicle and an electric train with intelligent integrated infrastructure that interacts with them and feeds clean energy into a green grid is a win/win situation that was not previously possible. With it comes strategic planning and management to maximize the functionality of a complex network, using state of the art communication by wire and remote control.

Strategic planning is also necessary to awareness of, education about, and training for building a better system, one that is maintenance free, respects the ecosystem, and promotes efficient transport and travel networks for both passengers and freight, that reflect a dynamic economy.



Smart Transport Solutions

This proposal has many advantages and strategic value with the amalgamated and integrated strategic solutions because old infrastructures and systems are no longer valid options for the future. Building an integrated system and network not only is cost effective but also creates many benefits and opportunities in terms of job creation and GHG/CO2 reduction towards a total green economy.

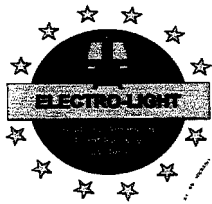
The triple solution, vehicle, train and green grid that feeds charging stations, all interacting with each other on the road and highways, is a new, advanced technological paradigm that should not be ignored but adopted and implemented. The economic recovery is not strong enough because it relies heavily on the oil-oriented economy. The green solution is, in contrast, powered and fed by multiple sources of renewable and sustainable energy with advanced electric energy storage. It is simply a huge leap forward that cannot and should not be dismissed. Indeed, it can and should be embraced.

Strategic Objectives

The scope of electric transportation has been increased several fold since it gained acceptance and new norms and may one day substitute for conventional means of transport, including the internal combustion engine. Electric transport and road electrification are gaining momentum, for they are emerging as a strong economic sector with defined boundaries and objectives.

By learning from past experiences, costly inefficiencies, and rising energy costs, we have the option to adopt advanced technologies that have the potential to be wiser options to meet and defeat all challenges. Creativity, invention, and innovation are powerful tools to put the region on a competitive edge because adopting the technology and making it better become a selling proposition. The Atlantic Corridor states can collaborate on the technology collectively and later export products and technology to other regions of the US and around the globe.

Electro-Light Proposal for Delaware



To Philli International Airport
(Delaware Electro-Light Express) 






"Electro-Light"[®] The Atlantic Corridor Electric Transportation Project

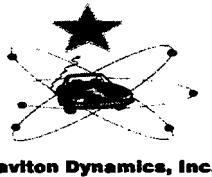


Passenger, Mail, and Freight Electric Train, the Modern Town
and City Connector designed by Graviton Dynamics Inc., part of
The Strategic American Light Railway System

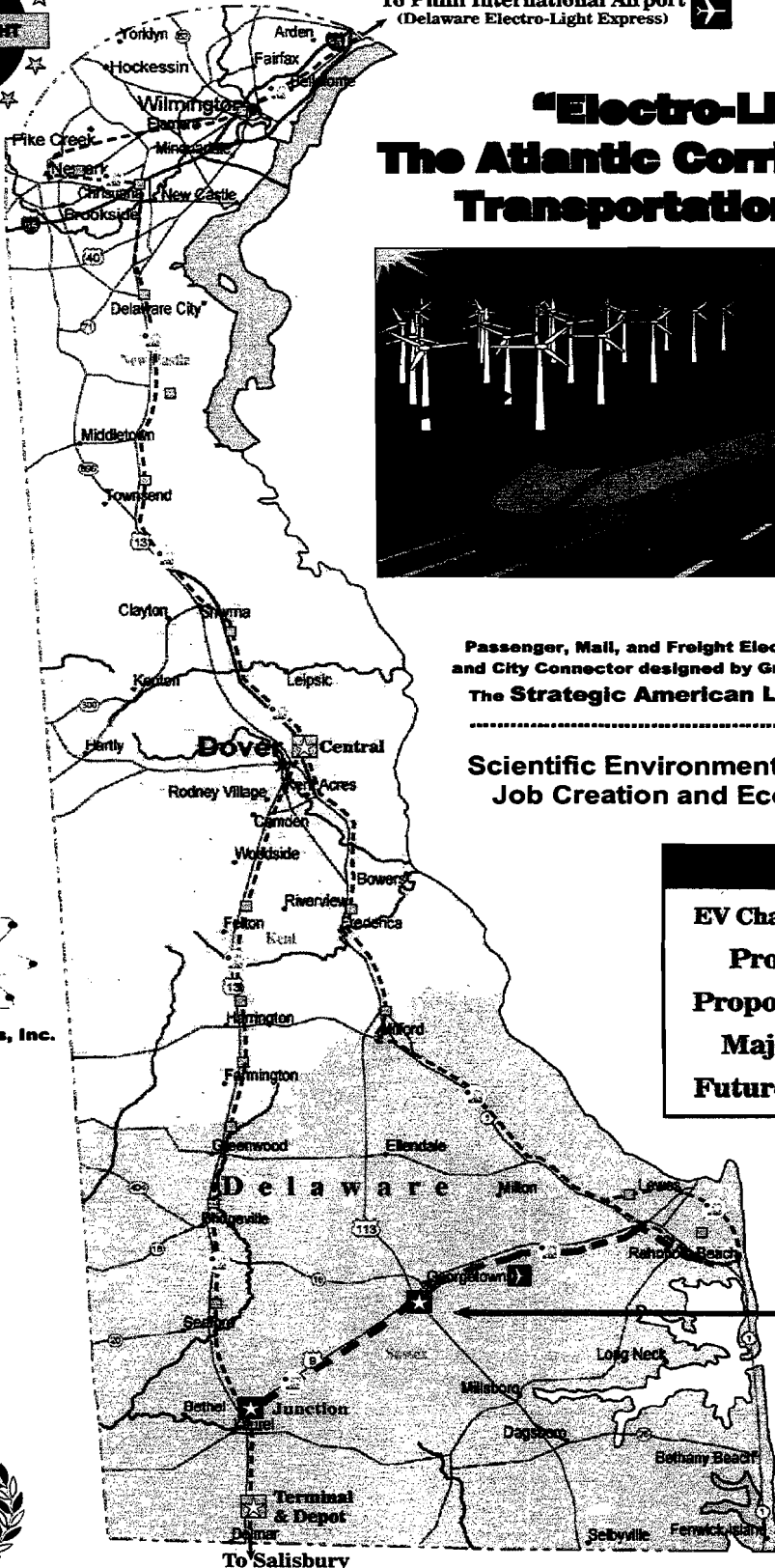
Scientific Environmentalism, The Tool for
Job Creation and Economic Recovery

KEY

- EV Charging Station 
- Proposed Line 
- Proposed Station 
- Major Junction 
- Future Extension 



Graviton Dynamics, Inc.



Potential for an
International Hub
in Georgetown



American Institute
for Electric Transportation

In Collaboration With



International Institute
for Electric Transportation

NEC DEIS Comments - RECORD #979 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Laurie

Last Name : Gray

Stakeholder Comments/Issues :

Hi!

I'm for protecting the Wildlife at the Patuxent Wildlife Refuge!

I do not want any transportation or destruction coming in contact with any wildlife refuge.

I myself have been a birder (also a wildlife lover) for years.

I've seen many of these and other birds.

I do not want these birds or any others distracted.

I want them protected and given a chance to add more of their species so generations in the future will be given a chance to see and enjoy them like I am.

I want to continue the "Patuxent Wildlife Refuge" and let the birds, etc stay and enjoy their life!

Laurie (lkbluebird@verizon.net)

This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>

NEC DEIS Comments - RECORD #1906 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Sawyer
Last Name : Grayson
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 #2004 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Tina

Last Name : Graziosi

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 #1163 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Carole
Last Name : Green

Stakeholder Comments/Issues :

Administrator Finberg MUST come and see the impact on the very small villages of Lyme & Old Lyme!
Impossible. You have to go into the field

NEC DEIS Comments - RECORD #2693 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Sean-Michael

Last Name : Green

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal. The proposal would negatively impact the academic experience of students at the Lyme Academy College of Fine Arts.

NEC DEIS Comments - RECORD #1861 DETAIL

Status : No Action Required

Record Date : 2/15/2016

First Name : Ann

Last Name : Greenawalt

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places, I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1936 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds. Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Ann Greenawalt, 20 Middle Neck Road, Odenton MD 21113

NEC DEIS Comments - RECORD #604 DETAIL

Status : Action Completed

Record Date : 2/8/2016

First Name : Alva

Last Name : Greenberg

Stakeholder Comments/Issues :

What an outrage to consider destroying the commercial heart of this quiet town and bringing the rail tracks through the center of its historic arts district. I am all for improving the efficiency of our rail system, but there must be another way to achieve this. The economic impact on Old Lyme would be devastating and would reverberate well beyond its borders.

NEC DEIS Comments - RECORD #126 DETAIL

Status : pending

Record Date : 1/10/2016

First Name : Stanley

Last Name : Greenberg

Stakeholder Comments/Issues :

Please allow roll-on bikes in NE corridor trains. I'd love to take my bike to Philadelphia or Boston to ride there. And public hearings in New York City would also be appreciated. Thank you.

NEC DEIS Comments - RECORD #2442 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Vimala

Last Name : Greene

Stakeholder Comments/Issues :

I live in Old Lyme - the reason is, that as a classic New England town, it has a lot of history and character. Please take into account what Alternative 1's rail bridge would do to the home I and many people love. Thank you for taking this into consideration.

NEC DEIS Comments - RECORD #648 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Brian

Last Name : Greenho

Stakeholder Comments/Issues :

I live very close to I95 in Old Lyme and am strongly opposed to rail development along the 95 corridor near Old Lyme Center. The construction and prolonged use of rail, high speed rail and rail maintenance would negatively impact our quality of living and environmental health. Please consider upgrading the current rail line through Old Lyme as the ONLY sensible alternative.

NEC DEIS Comments - RECORD #217 DETAIL

Status :

[REDACTED]

Record Date :

1/21/2016

First Name :

Philip

Last Name :

Greenwald

Stakeholder Comments/Issues :

Regarding 5.2.3.2 - Intercity buses - some bus users, myself included, would use trains instead if Amtrak provided convenient options. The NYC area transit trains (LIRR, Metro North, and NJ Transit) bicycles on a roll-on, roll off basis, generally using wheelchair space when not needed by a disabled person.

NEC DEIS Comments - RECORD #2031 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Mary

Last Name : Greenwood

Stakeholder Comments/Issues :

Please do not put railroad tracks through Lyme Academy of Art

NEC DEIS Comments - RECORD #2167 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : sara

Last Name : greenwood

Stakeholder Comments/Issues :

Having this rail line through Old Lyme will RUIN the amazing, historic shoreline town. WHY would you do this???? NO NO NO NO

NEC DEIS Comments - RECORD #1378 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Michele

Last Name :

Gregory

Stakeholder Comments/Issues :

I am totally against Alternative #1! I live in the center of Old Lyme and am horrified that this plan is even being considered!

NEC DEIS Comments - RECORD #2887 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Shelley

Last Name : Gregory

Stakeholder Comments/Issues :

Please do not destroy our beloved town of Old Lyme.

NEC DEIS Comments - RECORD #2175 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Diane

Last Name :

Greiner

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. It can also cause unforeseen damage to environmental areas. Maybe a railway providing much needed rail transportation along the N I91 to Hartford, providence, and Boston would be a better fit for this project!

NEC DEIS Comments - RECORD #2169 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Ted

Last Name : Greiner

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. It can also damage the environmental areas surrounding this project- maybe a rail line following the N I91 towards Hartford, providence, and Boston might serve the inland communities in need of rail transportation better!

NEC DEIS Comments - RECORD #1185 DETAIL

Status : ██████████
Record Date : 2/13/2016
First Name : John
Last Name : Gresh

Stakeholder Comments/Issues :

Not in my back yard. Might just as well run it through the White House Rose Garden. The plan is absurd and ridiculous for anyone who lives within ten miles of the proposed line through Old Lyme's beautiful town center. Ironically, it goes right past the Scenic Road sign. They can take that sign down as soon as they start construction excavation. Take a ride out Route 84 through Waterbury for a preview of what Old Lyme will look like for ten years during construction and forever after. Who's going to benefit from it? The handful of rich politicians who ride the rails from Boston to Washington. Let them fly, drive, or ride the rails as they are, including restoration of the Draw bridge. The cost is peanuts for a government that prints 88 billion dollars worth of funny money per month for QE 1, QE 2, QE 3....Who's going to lose? Everyone else.

NEC DEIS Comments - RECORD #1633 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

David

Last Name :

Grethel

Stakeholder Comments/Issues :

To whom it may concern.

It has come to my attention recently along with others in our community of a plan building a fast-track rail line through the center of Old Lyme. The absolute absurdity and incredibly destructive effect in every way the Alternative 1 would have on our treasured community plan is mind-boggling, and I vigorously oppose it. I plead with the decision makers to come see our town with its treasured history, unique architecture, unique natural beauty instead of being destroyed, must be preserved for the future. I believe from a visit by any sane decision maker will conclude that this very special place for the state and country should be preserved. Please do not destroy this rare gem of a town and community and take it away from our current and community and generations to come.

Being a proponent of high speed train travel, I look forward to a much more sensible proposal of building tracks far away from dense populations and historical communities.

I agree with the comments below as stated in our community online news lymeline.com

Alternative 1 of the three high-speed railtrack routes proposed by the Federal Railroad Authority (FRA) in their Northeast Corridor (NEC) Future plan.

Alternative 1 calls for the high speed rail track to cross the Connecticut River over a new bridge a little higher up the river than at present and then travel to the center of Old Lyme bisecting Lyme Street by eliminating

both the western and eastern campuses of Lyme Academy College of Fine Arts before turning north and crossing I-95. The 1817 John Sill House, currently owned by the Academy and situated on its campus, would likely be acquired by the FRA by eminent domain and then demolished.

The impact of a high-speed railtrack through that sector of town would be totally devastating for our community, effectively destroying its very heart. The FRA itself states that the impact zone of the high-speed railtrack is 5,000 ft., or to put it another way, almost a mile.

We could discuss the horrific effects on our incredible local environment - one which has inspired artists for generations including some of the greatest impressionist painters in American history and one officially designated a "Last Great Place."

We could talk about the untold damage to the storied structures on Lyme Street and list the irreplaceable buildings that will either be completely destroyed or permanently scarred by this new train track construction, many of which are either National Historic Landmarks or on the National Historic Register.

We could mention that Lyme Street is the joyful, bustling hub of our little town - it has a unique personality and touches every aspect of our community life. It is home to our town hall, our public schools, our daycare, our youth services, our library, our churches, our village shops, our art college, our art association (the oldest in the country), and the Florence Griswold Museum (a national institution.) Can you even begin to imagine Lyme Street with a high speed railroad running across it?

And let's just consider for a minute what this proposal, if implemented, would achieve and what it would cost? Bearing in mind that you can already travel from London to Paris (286 miles) in 2 hours and 15 minutes, would we be able to hop on a train in Old Saybrook and be in Washington DC (334 miles) roughly two hours and 45 minutes later? No, the current travel time

of six hours would be reduced by a grand total of 30 minutes - yes, just half an hour. And the cost of these saved 30 minutes? \$60 billion. Shall we say that again? Sixty billion dollars . unbelievable.

As we said, we could go on for pages but others have kindly taken care of that for us. There was a splendid press conference yesterday, which spelled out the craziness of Alternative 1 from every angle - coldly, clinically and objectively. The Old Lyme-Phoebe Griffin Noyes Library has a full print copy of the NEC Future tome if you care to read it in its entirety. There are links galore on the Old Lyme Town website to the statement and attachments submitted yesterday (Feb. 10) on behalf of some 20 local organizations to the FRA.

So please read and educate yourself on Alternative 1, but most importantly, please, please write to the FRA with your thoughts. There are many questions as to why and how this proposal was able to be presented without a single public hearing being held closer than 30 miles away from a town on which it was having such a major impact. But that is history now .

With strong and passionate conviction and sincerely,

David

David Grethel | Divisional Vice President

700 State Street | Ste 304 | New Haven, CT | 06511

phone 203 738 0546 | fax 203 683 6518

mailto:d.grethel@emptech.com> d.grethel@emptech.com

http://www.emptech.com/> cid:image001.jpg@01CF6DFA.30EFFE00

NEC DEIS Comments - RECORD #192 DETAIL

Status : Pending
Record Date : 1/18/2016
First Name : Latifah
Last Name : Griffin
Stakeholder Comments/Issues :

Hi,

Please find enclosed the Tier 1 Draft Environmental Impact Statement comments from Chester, Pa. Thank you for allowing us the opportunity to participate.

Latifah Griffin, MS, GISP
Director of City Planning/Zoning Officer
City Hall
1 Fourth Street
Chester, PA 19013
610-447-7707
lgriffin@chestercity.com<mailto:lgriffin@chestercity.com>

Attachments : NEC Future-Chester City Comments.pdf (99 kb)



NEC FUTURE

U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York City, New York 10004

Dear Sir/Madam:

I am writing to comment on the Federal Railroad Administration's Draft Environmental Impact Statement (DEIS) for the Northeast Corridor (NEC) Future project.

The City of Chester requests that Federal Railroad Administration and Amtrak designate Chester, Pennsylvania as a Hub station providing inter-city service. Chester has excellent access to the regional transportation network, which includes: I-95, I-476, US322, SR291, SR352, SR320, and US13. In addition, US322 connects to southern New Jersey via the Commodore Barry Bridge to I-295 and the New Jersey Turnpike. Access to air travel is convenient with Philadelphia International Airport only seven miles to the northeast. Passenger rail and bus services are provided by Southeastern Pennsylvania Transportation Authority (SEPTA) with regional rail stops at the Chester Transportation Center (CTC) and Highland Avenue Train Station on the Wilmington/Newark Line, along Amtrak's Northeast Corridor. Chester is seeking to reestablish an AMTRAK stop. From 1978 to 1983 Amtrak's Chesapeake train stopped both ways between Philadelphia and Washington in Chester. Reestablishing an Amtrak stop in Chester aligns with our *Comprehensive Plan-Vision 2020* in moving the city forward by contributing to economic development, reducing vehicle dependency, and contributing to alternative transportation initiatives. Currently, Chester has a project underway to enhance the pedestrian experience and vehicular connections to the CTC. The Chester Transportation Center has commercial space available for future commuter amenities. There is parking available adjacent to the station and other areas primed for parking, in the event of reestablishing an Amtrak stop in Chester.

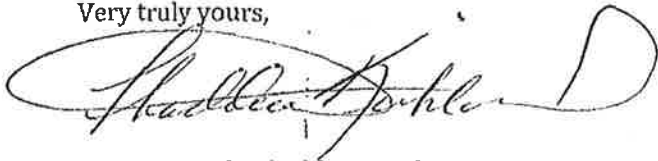
Chester is a city of approximately 34,000 people and has major institutions and businesses such as Widener University, Crozer Chester Medical Center, Harrah's Casino and Racetrack, the Wharf at Rivertown (Class A-40,000 sq.ft. office space in a former power plant), Talen Energy Stadium (home

of Major League Soccer's Union team), and Kimberly Clark paper mill. Chester has desired Amtrak service for many years to serve Chester residents, institutions, and businesses and assist with the City's rejuvenation.

Providing Amtrak service to Chester would be consistent with the DEIS goal to complement local efforts to promote transit-oriented development in Chester's central business district. Service to Chester is consistent with the Northeast Corridor Commission's goal to enhance the integration between transportation investments and local development in communities throughout the corridor. Recent studies, including Econsult Solutions' *The Chester Transportation Center & Economic Development - Action Plan* and the Delaware Valley Regional Planning Commission's *Chester City Amtrak Service*, have been done to revitalize the Chester business district by utilizing the value of the Chester Transportation Center supplemented with Amtrak service:

If you have any questions or would like to discuss these matters further, please contact Latifah Griffin, Director of City Planning. She can be reached at (610) 447-7707 or lgriffin@chestercity.com.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Thaddeus Kirkland". The signature is written in black ink and is positioned above the printed name of the signatory.

The Honorable Thaddeus Kirkland
Mayor
State Representative

NEC DEIS Comments - RECORD #2832 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Peter

Last Name :

Griffin

Stakeholder Comments/Issues :

The scope of the Northeast Corridor should be extended beyond Boston through New Hampshire and Vermont to Montreal. There has already a phase one study that has been completed.

NEC DEIS Comments - RECORD #2312 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Rebecca

Last Name : Griffin

Stakeholder Comments/Issues :

We do not want any eminent domain here in Old Lyme, and we would like to preserve our waterfront.

NEC DEIS Comments - RECORD #2334 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Andrea

Last Name : Griffis

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, don't propose any plan which will expand the train line from its current footprint in the Old Lyme area. It is a historic and exquisite town. It would be grossly negligent of the Rail Plan to run any tracks though this town. Just keep and maintain your existing tracks and bridges in Old Lyme. Do NOT add new. If you need to increase passenger traffic to the Boston area, then do that through central Connecticut - NOT by laying additional rail track through coastal Connecticut.

NEC DEIS Comments - RECORD #2475 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Matthew

Last Name : Griffiths

Stakeholder Comments/Issues :

Alternative 1 of the Northeast Corridor Futures fails to deliver much needed connectivity to Hartford CT, and would succeed in harming an environmentally unique and sensitive estuary area in Old Lyme along with threatening a gem of an Art school at the Lyme Academy College of Fine Arts.

NEC DEIS Comments - RECORD #1992 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Thomas
Last Name : Griggs, Sr.
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose that part of Alternative 1 of the Northeast Corridor Futures proposal that will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. This is too valuable to be lost.

Alternative 1 is the most reasonable of the alternatives, but it does have challenges such as this.

Please work to fine tune this alternative to protect as much as possible of the wonderful Connecticut / Rhode Island shoreline.

Thanks
Thomas S Griggs Sr
Great Oak Rd
Orange CT 06477
ztgrig@

PS I have attended with great interest both public hearings in New Haven - they were very well done.

NEC DEIS Comments - RECORD #1634 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : David
Last Name : Griswold

Stakeholder Comments/Issues :

Attached is a letter addressing the NEC FUTURE proposals.

Thank you for your attention.

Sincerely,

David H.W. Griswold

David H.W. Griswold
[REDACTED]
Old Lyme, Connecticut 06371
DHWG@[REDACTED].net

February 12, 2016

NEC FUTURE
US DOT Federal Railroad Administration
1 Building Green
Thomas Suite 429
New York, New York 10004

To Whom It May Concern:

As a member of the founding family in the town of Old Lyme, I must voice my opposition to the Alternative 1 proposal from NEC Future Tier 1 Draft EIS.

Matthew Griswold settled the Town of Old Lyme in the sixteen hundreds. Since then 12 generations of Griswold's have continuously lived on Griswold Point making it the oldest family heritage in the country of its kind. During that time, our family and many other families have sacrificed millions of developmental dollars to preserve the unique beauty of this very special area.

Not only have the citizens of Old Lyme preserved the buildings and historical sites but even more important, they have preserved the ecosystem at the mouth of the Connecticut River and its tributaries such as the Lieutenant River; the largest of its kind on the entire northeast coast. The combined effort of the Connecticut Department of Energy and Environmental Protection, The Nature Conservancy, the Old Lyme Land Trust, Old Lyme Open Space Committee and many, many residents have created the protected open space that protects out wetlands and salt marshes.

I recall the famous environmentalist Roger Tory Person writing in one of his many books, that he had the means to live anywhere in the world and he chose Old Lyme. His contributions to Old Lyme have helped preserve a vast amount of salt marsh and habitat to support many migratory birds including the American Eagle and the Osprey

All of this effort would be destroyed by Alternative 1

To try and implement Alternative 1 would be extremely costly. There would be a high cost to placate property owners and there would be legal rulings and challenges from a variety of organizations to protect the environment that would tie this project up for years in litigation.

The better plan would be to upgrade the existing lines. For far less money and construction time, the track curves could be straightening out and raised where

required. Another option is Alternative 2 would allow for more customers including the students at the University of Connecticut who would utilize that line far more than local towns.

In conclusion, our family and many others have invested too much to allow this terrible proposal to destroy all we and our friends hold dear. We will pursue all available options to stop Alternative 1.

Sincerely,

David H.W. Griswold

NEC DEIS Comments - RECORD #476 DETAIL

Status :

Action Completed

Record Date :

2/1/2016

First Name :

Evan

Last Name :

Griswold

Stakeholder Comments/Issues :

I am not in favour of sacrificing culture, history and beauty for speed. Gandhi taught us that there is more to life than making it go faster. I love trains. Slow to medium trains where you can watch the countryside slide by. No to Option 1 and desecrating the Town of Old Lyme.

NEC DEIS Comments - RECORD #2882 DETAIL**Status :**

Action Completed

Record Date :

2/16/2016

First Name :

Jennifer

Last Name :

Griswold

Stakeholder Comments/Issues :

I find it very troubling that millions of tax payers dollars have been spent on the Tier 1 Draft EIS only to have it so conveniently kept out of the public arena. Even the town leaders are seemingly unaware. The FRA needs go a lot further in getting the information out to the public, and in allowing the citizens a chance to weigh in. I doubt anyone would argue the fact that the infrastructure is in need of improvements. But to what extent economically, environmentally, and to what real benefit are all questions that need much further discussion. The Tier 1 Draft EIS raises many questions and provides little in the way of answers. A tunnel under Long Island Sound from LI to Milford? A very bad idea! Leave The Sound out of it, please! Billions of dollars to save a half hour in travel time? hmmm... More information, more transparency, less surreptitious handling of the information please.

NEC DEIS Comments - RECORD #2615 DETAIL

Status : ~~Action Completed~~

Record Date : 2/16/2016

First Name : John

Last Name : Griswold

Stakeholder Comments/Issues :

While Alternative 1 seems attractive based on cost alone, it does cutural, economic and envirnmental damage to many shoreline areas. It does not provide the added access, mobility nor economic benefit of either of the inland routes. The siting of the I-95 corridor was a terrible mistake for Connecticut in the 1950s. Let's not make the same mistake again.

NEC DEIS Comments - RECORD #1614 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

timothy

Last Name :

griswold

Stakeholder Comments/Issues :

To whom it may concern:

My family's roots in Old Lyme date back to about 1640 when my ancestor, Matthew Griswold, was given land by George Fenwick of the Old Saybrook Colony. My relatives and I still own about 200 acres of that land grant and, except for a few houses and outbuildings, the land remains in a similar state to what existed in 1640. I have been coming to Old Lyme since the 1950's and I have lived here permanently since 1976. I have been very involved in local affairs on a volunteer basis and I served as the Town's First Selectman (mayor) for 14 consecutive years between 1997 and 2011.

The Town occupies about 27 square miles and has a year round population of about 7,500. That population swells to over 20,000 during the summer tourist season because Old Lyme is situated at the mouth of the Connecticut River where it joins Long Island Sound. There are about 1,500 seasonal houses and several wonderful beach communities along Long Island Sound. On the Connecticut River, the Town has two marinas, a State of CT marine facility and scores of outstanding residential properties extending up the River to the Town of Lyme. The Towns of Lyme and Old Lyme constitute Regional School District 18 and there are about 1,350 children in that school system. The Town has several retail shopping areas and a small light industry area but it is fair to say that the resident revere the rural character of Old Lyme and are willing to pay more taxes as opposed to welcoming "big box" retailers to town that might pay larger property tax bills. In short, seasonal tourism is Old Lyme's industry.

Interstate 95 bisects the town and it presents major problems during the busy tourist season. This four lane highway is woefully undersized for today's traffic needs and there are several large scale accidents each summer that paralyze the area. Such disruptions place a heavy burden on the Town's emergency services personnel and represent a major inconvenience to our residents. It is fair to say that local people are very relieved when

Labor Day arrives.

While the detailed information about the NEC Future Tier 1 option is scant, it appears the option provides that four new railroad tracks will be built adjacent to I-95 through the center of Old Lyme. I have not heard the precise route proposed for the tracks nor how wide an area will be required for the tracks. I have heard the area of impact of this proposal will be about 5,000 feet wide. It appears the tracks will eliminate the Lyme Academy College of Fine Arts and will eliminate many other commercial and residential structures and possibly the Regional High School as it passes through town. The area of impact will certainly have a negative impact on hundreds of commercial and residential properties. All of this adversity will severely devalue the assessed value of the affected properties and the sum total of this will have a severe impact on the Town's financial condition. As a consequence of this, there will be a large tax burden shift from the impacted properties to the other properties in town. I fully expect that there will be some tax payers who will decide to sell their real estate in order to avoid these tax hikes and the related negative effects caused by the construction and the presence of the NEC Future Tier 1.

I am confident that other residents will write about other negative aspects of the NEC Future Tier 1 plan, so I shall conclude by stating the economic impact of this plan will cause the Town irreparable harm. The loss of value from the affected properties cannot be replaced and the tax burden shift to other properties could begin the death spiral for this beautiful treasure of a community. While the goal of NEC Future is noble - "make passenger rail from Boston to New York viable", the Tier 1 plan is ill conceived, has been poorly communicated and must be drastically modified or abandoned.

Timothy C. Griswold



Old Lyme, CT 06371

NEC DEIS Comments - RECORD #305 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : William

Last Name : Griswold

Stakeholder Comments/Issues :

As a 70+ year resident of Old Lyme, I strongly oppose changing the rail line through the town. It would seem that the present track location could be enhanced to take high speed trains. To pin this on Global Warming is a myth, I vote NO.

Okay, our next speaker is Douglas Groff. Douglas.

MR. GROFF: Thank you.

I consider this to be democracy at its best, this series of public meetings. And I apologize in advance, because I'm going to be repeating myself a little bit of what I said in New York at CUNY back in December.

I am a life-long rail fan. I think I had my first electric train in the 1940s, Christmas time, as I recall.

My first trip was from Lancaster, Pennsylvania to Pittsburgh in the old Pennsylvania Railroad around the horseshoe curve as a young child during the war.

Subsequently I worked in the factory where the New Jersey Transit Jersey Arrows were built, the ones still running in the 1970s, in Erie, Pennsylvania. As part of that experience I was blessed to do a tunnel clearance run one weekend between Penn Station and the portal drawbridge for some new equipment that was being contemplated. It's interesting, there's a plaque in the one tunnel, at least in the one tunnel, right where the New Jersey - New York border is established under the Hudson River. I don't know how you do it under the Hudson River, but it's there. I hope that that's symbolic of the way that New York and New Jersey can continue to cooperate on this project that's indispensable to both of us.

In any event, as an engineer, and I hear about that from my wife occasionally, I think in engineering terms and maybe I shouldn't, I should think in consultant terms. But in any event, the number is three. First of all, if I drive my car say 15,000 miles a year and I get 30 miles to the gallon, I am pumping out probably three tons of CO₂, one car.

Another three. A container train can haul perhaps one ton of freight over 400 miles, 400 ton miles. The equivalent traffic on the highway on a truck might get 120 ton miles. That's a ratio of three to one. Much of the energy goes into massaging the rubber and the tires, massaging it and massaging it and massaging it. So there are physical realities that drive the beauty of the rail system.

I was blessed over the years to be able to travel by train just a few times in Asia, Europe and South America, so I know what can be done. And I want us to be able to go back to the future. It occurs to me that we're trying to go to the future without considering the past right now. We hear about self -- self driving automobiles on the highways of California. Well, I went on a vehicle that steered itself in the 1940s and just most recently here in New Jersey. It's called a train. So let's not -- let's not forget our roots. And I know none of you here are forgetting those roots, otherwise you wouldn't be here.

I've heard many, many wonderful comments, wonderful details. They say the devil is in the details. And about that there can be no doubt whatsoever, especially I've heard a lot about bicycles. And having been to Holland recently, I know what bicycles can do for one's health and also for the environment, to be sure. So I look forward to seeing how we can integrate bikes with trains.

But maybe the overall riding concern that we have to do is addressed by Governor Florio; funding, funding, funding. These are wonderful plans, wonderful alternatives, wonderful options, wonderful statistics. But if they can't be funded, either with the private or the public sector or the two probably working together,

why, they're just going to be gathering dust on shelves or in data bases someplace out in the future.

I'm glad to report that Senator -- not report, I'm sure we've all read it in the news, the wonderful job that Senator Booker has done in bringing some slides together to try to get some funding for the tunnels. I personally visited my congressman's office, Frank Pallone, in New Brunswick last week. And his -- the lady that I talked with on his staff was extremely receptive to my concerns. And I'm sure that he'll be engaged, as well as Senator Booker will continue to be engaged. But this is something I think we all have to follow with our elected representatives to, yes, certainly encourage details to tweak the wonderful alternatives that have already been put forth by the FAR, but also how do we pay for it. And since I don't think capital is going to be raised by our friends in Wall Street across the river like they might for a IPO out in Silicon Valley, I think the public, i.e., our Congress, is going to have to get involved. And of course we all know there's going to be a new president this year, and Congress perhaps.

So may we all remain engaged and give our -- give our respective inputs, be willing to compromise, which is what I'm sure we will do, to get the job done, and so my children and grandchildren can go on -- how can I say it -- the underlay between Metuchen and New York as I did thousands of times over the years.

Thank you very much for your attention.

THE MODERATOR: Thank you very much. Thank you.

12-15-15 NEC-NY

Doug Groff.

MR. GROFF: Thank you very much.

Thank you to the FRA folks for your fine strategic planning here.

Ultimately, I'm sure it will be tweaked, taking into account the comments of some of my predecessors here. As things should function in a democracy, one thing stands out, Mr. Churchill's comment about inaction. That's my concern right now, my overriding concern.

Let's also consider the visionaries of the Pennsylvania Railroad more than 100 year ago who conceived, designed and constructed the infrastructure that we now benefit from, as well as the men who lost their lives in that project.

I first was a beneficiary of that in the 1940s, traveling from my home in Lancaster, Pennsylvania to that of my aunt in Bayside, Queens. I was blessed to be able to transit to them the magnificent Pennsylvania Station, which we all know about now, unfortunately. From time to time during the '50s and '60s, I also traveled through that infrastructure without thinking too much about it.

In 1973, I was blessed to do a tunnel clearance project overnight on the weekend. My employer, who is a rail transportation system supplier -- and I'll never forget the plaque halfway through the tunnels where New Jersey ends and New York begins. I have a picture of it at home. It's a beautiful uniting emblem between the two spaces.

Starting in the mid 1970s through nine years ago when I retired, I transited the tunnel from Metuchen, New Jersey to New York thousands and thousands of times. So I feel the tunnel and I have sort of have aged together, if you will.

Bringing us to the present, as has been said, I've traveled approximately to some -- some dozen countries outside of this country to see what my friends are doing elsewhere, even in some developing countries.

Unfortunately, I see better rail systems than we have because of what we've allowed in the way of deterioration.

So I guess what I'm saying is, we, in this country have sent a man to the moon but we can't always transport a commuter dependably from New York to New Jersey. There seems to be a disconnect there.

The wonderful folks at the FRA have come up with a

12-15-15 NEC-NY

wonderful plan but unfortunately, in our democracy that plan requires execution. And the execution, as I understand it and correct me if I'm wrong, will depend on appropriations by our elected leaders in Washington. So I would expect that maybe continuing on, this is not going to be a one- or two-year project, you know, and I've been in contact with our elected leaders to encourage them to act.

One more final thought, and I appreciate your time, I guess I'm about a minute over.

Numbers 3, if we drive our cars say 10,000 miles a year and we average 30 miles to the gallon, each of us is pumping out, if I calculate correctly, about tons, three tons of CO2.

The second number 3 is the ratio between efficiency on rail and efficiency by rubber on pavement. A gallon of diesel fuel will take a ton over 400 miles; in a train, maybe 120 miles over the highway in an 18-wheeler. I think those numbers are -- are pretty correct.

And they're not incremental, in fact, so I'm always -- I'm always thinking of those in the back of my mind.

So thank you all for bearing with me.

Thank you to the FRA folks for you being here today and for planning and may we all work together to improve our mutual infrastructure.

THE MODERATOR: Thank you. Thank you, very much.

NEC DEIS Comments - RECORD #159 DETAIL

Status : Pending

Record Date : 1/12/2016

First Name : Michael

Last Name : Gross

Stakeholder Comments/Issues :

I support option three. A transformation will help us use the economies or efficient transport with less energy and be more efficient. Makes us more like european systems.

NEC DEIS Comments - RECORD #120 DETAIL

Status : Pending
Record Date : 1/7/2016
First Name : Michael
Last Name : Gross

Stakeholder Comments/Issues :

Please plan for pedestrians and bicyclists to make our communities healthier. Include connecting paths and bridges. Amtrak continue improvements for its multi-modal transit users! Examples include more and better bike parking, convenient and expanded bicycle roll-on service, as well as shared-use bridges designed for safe bike and pedestrian river crossings.

NEC DEIS Comments - RECORD #1724 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Andrew
Last Name : Groth
Stakeholder Comments/Issues :

Although I support investment in improving our northeast corridor rail service, I am strongly opposed to Alternative #1 as a proposed rail investment option for the following reasons:

1) The proposed new bridge and rail will bisect the charming and historic village of Old Lyme, ruining its unique character. This may seem insignificant to those of you who have never visited Old Lyme, but our town represents an historic jewel. The village of Old Lyme is only a few blocks long, but our town was the epicenter of the American Impressionist art movement over 100 years ago. The quiet village, the tranquil marshes and the surrounding Connecticut and Lieutenant Rivers have provided inspiration for thousands of artists and their paintings ever since those early days of the Lyme Art Colony. The area mapped for the new rail line cuts right through the town center, and its construction would forever change the Old Lyme landscape currently characterized by the Lyme Art Academy, the Florence Griswold Museum (a National Historic Landmark), the tranquil Lieutenant River and other historic gems.

2) Alternative #1 would adversely affect the wildlife of the Lieutenant River and Connecticut River, home to osprey, eagles and the amazing "swallow phenomenon" that has captured the attention of the Audobon Society and birders from all over the world. This dramatic behavior, called murmuration, occurs when over half a million swallows swarm in a tornado-like congregation and descend in unison on the marshes of the lower Connecticut River, each evening at dusk in August and September. This natural phenomenon is so large that it can be seen on weather radar. However, the nature of bridge construction as well as the high speed train itself will restructure the marshland habitat through noise, pollutants, vibrations, and habitat fragmentation. As has been documented repeatedly in the scientific literature, these factors will inevitably have a lasting and irreparable impact the survivorship of these birds as well as all other species in the fragile marshland ecosystem.

3) We need economic development in Connecticut and Alternative #1 just won't get us there. Large businesses are lining up to leave the state because our transportation infrastructure is virtually nonexistent and our taxation policies are crippling. We need an innovative economic plan and the large scale investment needed to connect ALL of our major cities, not just a small patch of new rail through the town of Old Lyme. We need to implement a rail system that will connect our capital city, Hartford, to New Haven, Providence, Boston and New York. We need to connect UCONN, our largest public university and medical center that is currently isolated in Storrs, CT to these cities as well. Alternative #2 would accomplish both of these objectives and would help put Connecticut back on track to be a competitive force in New England and an attractive option for business growth.

Thank you for your attention.

Andrew K. Groth

1 Jean Drive
Old Lyme, CT 06371

NEC DEIS Comments - RECORD #1726 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Kenneth

Last Name : Groth

Stakeholder Comments/Issues :

Although I support investment in improving our northeast corridor rail service, I am strongly opposed to Alternative #1 as a proposed rail investment option for the following reasons:

1) The proposed new bridge and rail will bisect the charming and historic village of Old Lyme, ruining its unique character. This may seem insignificant to those of you who have never visited Old Lyme, but our town represents an historic jewel. The village of Old Lyme is only a few blocks long, but our town was the epicenter of the American Impressionist art movement over 100 years ago. The quiet village, the tranquil marshes and the surrounding Connecticut and Lieutenant Rivers have provided inspiration for thousands of artists and their paintings ever since those early days of the Lyme Art Colony. The area mapped for the new rail line cuts right through the town center, and its construction would forever change the Old Lyme landscape currently characterized by the Lyme Art Academy, the Florence Griswold Museum (a National Historic Landmark), the tranquil Lieutenant River and other historic gems.

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Thank you for your attention.

Kenneth J. Groth

Jean Dave

Old Lyme, CT 06371

NEC DEIS Comments - RECORD #1725 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Mary
Last Name : Groth
Stakeholder Comments/Issues :

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Thank you for your attention.

Mary E. Groth

1 Jean Drive

Old Lyme, CT 06371

NEC DEIS Comments - RECORD #1722 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Sydney
Last Name : Groth
Stakeholder Comments/Issues :

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2) Alternative #1 would adversely affect the wildlife of the Lieutenant River and Connecticut River, home to osprey, eagles and the amazing "swallow phenomenon" that has captured the attention of the Audobon Society and birders from all over the world. This dramatic behavior, called murmuration, occurs when over half a million swallows swarm in a tornado-like congregation and descend in unison on the marshes of the lower Connecticut River, each evening at dusk in August and September. This natural phenomenon is so large that it can be seen on weather radar. However, the nature of bridge construction as well as the high speed train itself will restructure the marshland habitat through noise, pollutants, vibrations, and habitat fragmentation. As has been documented repeatedly in the scientific literature, these factors will inevitably have a lasting and irreparable impact the survivorship of these birds as well as all other species in the fragile marshland ecosystem.

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Thank you for your attention.

Sydney Y Groth

Old Lyme, CT 06371



Bridging Business & Community

February 10, 2016

NEC FUTURE

US DOT, Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Dear Sirs:

On behalf of the Groton Business Association (GBA), thank you for this opportunity to comment on the NEC FUTURE plan as presented on December 14, 2015. The Groton Business Association mission is to enrich the overall economic vitality of Groton in ways that are sustainable and to provide a voice for the businesses, large and small, that dominate Greater Groton and the Southeastern Connecticut region.

The GBA is appreciative of the FRA's goal for long-term vitality of the Northeast Corridor. However, we are concerned that funding limitations will significantly impact the sustainability of the Corridor. Each of the three proposed NEC FUTURE options entails an enormous commitment of funds and even the 'No Action Alternative' comes with a base price of \$9B, an amount that will surely increase substantially by implementation - at least partially due to cited and unavoidable 'unknown factors.'

The Groton Business Association supports Alternative #1. We believe that at this time, when a great deal of the existing NEC infrastructure is in urgent need of various repairs, upgrades, maintenance and improvements, preservation of the current line is of utmost priority.

Historically, the NEC has been a driver of coastal economic development all along its line, yet investment has been deficient, which has had a negative impact. This heavily traveled northeast megalopolis connector is worthy of the capital and operational investments needed to keep it vital. Not to do so would have a devastating impact on the many shoreline towns along the existing tracks.

P.O. Box 143

Mystic, CT 06355

www.grotonbiz.com

Phone 860.572.9578

Fax 860.572.9273

TriciaWalsh@MysticChamber.org



Re: NEC FUTURE, Page 2

As a coastal community, we are quite aware of concerns related to rising water levels and flooding. However, we feel strongly that even improvements needed to respond to these will prove to be far more economical to implement than acquiring property and then constructing new rail lines.

In addition, Alternative #1 actually increases capacity, adds track, and relieves functional bottlenecks and preserves the Corridor itself, along with our region's workforce, tourism base and economic growth. Finally, Groton's desire to enhance commuter options for the large corporate employee base – primarily Electric Boat, Pfizer, Inc. and Submarine Base New London – will be well served by the infrastructure supports within Alternative #1 including the possibility of re-establishing a train station in the Town of Groton.

It is our opinion that Alternative #1 offers the best option fiscally and by virtue of supporting and improving existing infrastructure to the benefit of all metropolitan communities along the NEC. Thank you again for this opportunity to comment on NEC FUTURE. Please do not hesitate to contact us for any further input we can offer.

Sincerely,

Susan R. Bailey
Co-Chair

Al Valente
Co-Chair

NEC DEIS Comments - RECORD #2088 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Tessa

Last Name : Grundon

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. Why would you do this? There must be alternative ways that will not destroy this wonderful campus.

NEC DEIS Comments - RECORD #2919 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : John
Last Name : Flaherty
Stakeholder Comments/Issues :

Rebecca Reys-Alicea,

Please see attached comment letter regarding the Federal Railroad Administration's Draft Tier 1 EIS.

Thank you,

John

John Flaherty
Deputy Director
Grow Smart Rhode Island
235 Promenade Street, Suite 550
Providence, RI 02908
401.273.5711, Ext. 5
401.309.8707 (mobile)
www.growsmartri.org<<http://www.growsmartri.org>>

Attachments : NEC Future Draft EIS Comment Letter.pdf (537 kb)



GrowSmartRI
Sustainable Economic Growth
& Quality of Place

February 16, 2016

U.S. DOT Federal Railroad Administration (FRA)
NEC FUTURE
Attn: Rebecca Reys-Alicea
One Bowling Green, Suite 429
New York, NY 10004

Re: Tier 1 DRAFT EIS

SENT VIA EMAIL TO: comment@necfuture.com

Howard M. Kilguss
Chairman of the Board

Scott Wolf
Executive Director

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Deming E. Sherman
W. Edward Wood

Dear Rebecca,

I'm writing to express very strong concerns with the Tier 1 Draft Environmental Impact Study (EIS) for future improvements to Northeast Corridor Rail Service.

Grow Smart RI is a statewide nonprofit policy research and advocacy organization focused on promoting enduring and sustainable economic growth that capitalizes on Rhode Island's many place-based assets. Among those is Providence Station, the 14th busiest rail station in Amtrak's national network and the third busiest on the Boston-based MBTA commuter rail system. In fact, following a \$35M voter referendum in November 2014, plans are now underway for constructing a multi-modal transit hub addition at this location to enhance capacity and fully integrate Rhode Island's rail and bus transportation services.

Our primary concern is the risk that Rhode Island could be supplanted by Worcester or Hartford in a potential new alignment of the NEC (Alternatives 3.3 and 3.4) based on what we consider to be questionable population and workforce forecast estimates. We believe that all estimates should be based on U.S. Census Bureau statistics and forecasts. Our understanding is that FRA is basing its analysis on forecasts provided by Moody's Analytics, not the U.S. Census.

We believe there are serious discrepancies between official U.S. Census data and Moody's, both in terms of population base numbers and the boundaries that each use to measure the metropolitan area. We believe that Moody's data incorrectly portrays the Providence Metropolitan Statistical Area (MSA) to be significantly smaller than it is according to U.S. Census data.

We respectfully request that population and workforce estimates be re-drafted using consistent U.S. Census data.

Thank you,

John Flaherty
Deputy Director
Grow Smart RI

Cc: U.S. Senator Jack Reed
U.S. Senator Sheldon Whitehouse
U.S. Representative David Cicilline
U.S. Representative Jim Langevin
Lisa Vura-Weis, Deputy Chief of Staff, Office of Governor Gina M. Raimondo

NEC DEIS Comments - RECORD #2375 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Debra

Last Name : Guerriero

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 #1176 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Jacqueline
Last Name : Guizol

Stakeholder Comments/Issues :

We need better connection by train.

We do lot need to take historical (in center of town) or recreational space (close to water and beaches) to do so.

Please let me know where to learn more about this project.

Having the Shoreline connection to go to NY has been a +. So please keep improving without scarifying what is essential: our way of life

NEC DEIS Comments - RECORD #3034 DETAIL

Status : Unread
Record Date : 2/16/2016
First Name : Francine
Last Name : Gumkowsk
Stakeholder Comments/Issues :

Please do not single out Old Lyme for destruction of the heart of this town and the history it holds. I understand the need for high speed rail but consider and choose another option so as not to scar a beautiful, important and beloved community. I have lived in towns on the Connecticut shoreline most of my life, and in Old Lyme 20 years. There is no justification to rip this beautiful landscape, home of artists and historians, to shreds to save a few minutes for a commuter. I travel to New York often on the Shoreline East/Metro North. The SLE leg alongside marshes and rivers is a meditation that all riders should be directed to rather than forcing new (sure to be underutilized) tracks through Old Lyme. Please reconsider Tier 1.

NEC DEIS Comments - RECORD #1606 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

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,

Mary Roman Gunther

304 Franklin Avenue

Berlin, MD 21811

NEC DEIS Comments - RECORD #786 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Bud

Last Name : Haas

Stakeholder Comments/Issues :

Rail must become the dominant transport mode in the Northeast.

NEC DEIS Comments - RECORD #920 DETAIL

Status : ~~Action Completed~~

Record Date : 2/11/2016

First Name : Stasia

Last Name : Monteiro

Stakeholder Comments/Issues :

Forwarding additional information sent by Stasia Monteiro of HACE, a community group in Philadelphia, pertinent to her previous comment (Submission 328).

From: Stasia Monteiro [mailto:smonteiro@hacecdc.org]

Sent: Thursday, February 04, 2016 1:26 PM

To: Lebeaux, Pamela <Lebeaux@pbworld.com>

Subject: Map of Conrail Focus Area attached

Good afternoon, Pam,

Attached is a document created by KSK Architects Planners Historians, Inc., one of the contractors supporting the development process of our 2025 Neighborhood Plan. As Laura states below, the document shows "how the Conrail line interacts with vacancy, retail corridors, key development sites, and missing connections, as well as showing best practices options for how to buffer the rail line from the neighborhood."

If you require additional information regarding this area, please let me know. And, as I mentioned, I will be in touch over the next few months as our plans are finalized.

Thank you again for your time and attention.

Best,

Stasia Monteiro, M.S.Ed

NAC Program Director

HACE

167 W Allegheny Avenue

Philadelphia, PA 19140

Phone (215) 426-8025 x3011

Fax (215) 426-9122

smonteiro@hacecdc.org<mailto:smonteiro@hacecdc.org>

"I try to be honest about what I see and to speak rather than be silent, especially if it means I can save lives, or serve humanity."

-- Sandra Cisneros

From: Laura Ahramjian [mailto:lahramjian@ksk1.com]

Sent: Thursday, February 04, 2016 12:57 PM

To: Stasia Monteiro <smonteiro@hacecdc.org>>
Cc: Maria Gonzalez <mgonzalez@hacecdc.org>>
Subject: RE: NEC FUTURE contact

Hi Stasia,

Attached is a handout we created for the Conrail Focus Area from the HACE 2025 Neighborhood Plan that can be shared with NEC Futures. We show how the Conrail line interacts with vacancy, retail corridors, key development sites, and missing connections, as well as showing best practices options for how to buffer the rail line from the neighborhood. For our work we are focusing on the area of Conrail that runs through the HACE study area, but I know Conrail is actively working with CDCs to the east of HACE as well. Please let me know if you need anything else.

Best,
Laura

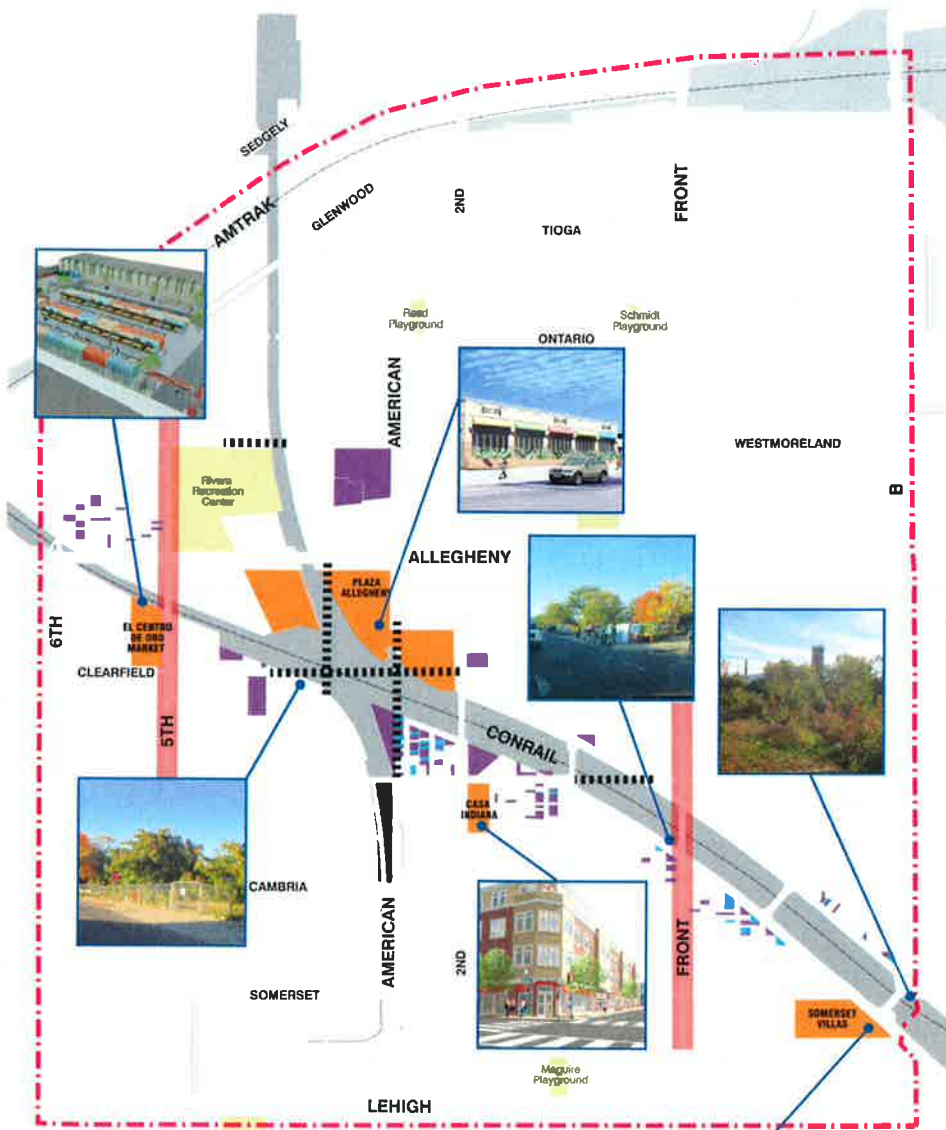
Laura Ahramjian, Planner/Urban Designer

KSK Architects Planners Historians, Inc.
2133 Arch Street, Suite 303
Philadelphia, PA 19103
215.599.5336 direct
215.790.0215
www.ksk1.com<<http://www.ksk1.com/>>

HACE, a/k/a Hispanic Association of Contractors and Enterprises, is a member of United Way of Greater Philadelphia and Southern New Jersey's Donor Choice Program. HACE's United Way Donor Choice Agency number is 8671. HACE is a nonprofit 501(c)(3) organization that is tax deductible and is registered as a Charitable Organization with the Department of State of the Commonwealth of Pennsylvania, Bureau of Corporations and Charitable Organizations under The Solicitation of Funds for Charitable Purposes Act, 10 P.S. 162.1 et seq. and complies with the United States Patriot Act. The official registration and financial information of HACE may be obtained from the Pennsylvania Department of State by calling toll-free, within Pennsylvania, 1-800-732-0999. Registration does not imply endorsement.

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Attachments : HACE 2025 Neighborhood Plan_Conrail Focus Area.pdf (3 mb)



- Commercial Corridor
- Key Site
- Vacant Land
- City Land
- Conrail Land
- Rail line
- Missing Connection

CONRAIL CONTEXT AREA | **2025**
HACE NEIGHBORHOOD PLAN



Huntingdon Station





Grass Buffer with Fence and Wall



Vegetated Buffer with Fence



Decorative Fence with Plaza



Rail Security Fence



Vegetated Buffer, Fence, and Plaza



Schuylkill Trail CSX Fence



Decorative Protective Rail Overpass Fence

NEC DEIS Comments - RECORD #292 DETAIL

Status : Pending
Record Date : 1/26/2016
First Name : Stasia
Last Name : Monteiro
Stakeholder Comments/Issues :

Good morning,

I attended your Public Hearing in Philadelphia on Monday, January 11, 2016 and am very interested in hearing more about your plans for the Northeastern Corridor. Please find my comments in the attached letter.

Thank you, and I hope to hear from you soon.

Best regards,

Stasia Monteiro, M.S.Ed
NAC Program Director
HACE
167 W Allegheny Avenue
Philadelphia, PA 19140
Phone (215) 426-8025 x3011
Fax (215) 426-9122
smonteiro@hacecdc.org<mailto:smonteiro@hacecdc.org>

"I try to be honest about what I see and to speak rather than be silent,
especially if it means I can save lives, or serve humanity."

-- Sandra Cisneros

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P.S. 162.1 et seq. and complies with the United States Patriot Act. The official registration and financial information of HACE may be obtained from the Pennsylvania Department of State by calling toll-free, within Pennsylvania, 1-800-732-0999. Registration does not imply endorsement.

Attachments :

01-25-2016 - Comments to NEC Future.pdf (89 kb)



25 January 2016

To NEC Future:

Thank you for sharing your materials and your work at our Philadelphia Public Hearing on Monday, January 11, 2016. My name is Stasia Monteiro and I am the NAC (Neighborhood Advisory Committee) Program Director at HACE CDC, a nonprofit community development organization serving the most densely populated area in our city: the Fairhill and St. Hugh communities of eastern North Philadelphia (composed of zip codes 19140, 19133, & 19134).

As you may know, ConRail has some railway (used for shipping raw materials) that bisects our community. This railway has – for decades – attracted people conducting illicit activity – predominately the selling, buying, and using of drugs (most prominently heroin). This is an issue that has threatened the safety and peace of mind of our residents, and has since grown exponentially to a point where it is no longer something the community can ignore. HACE has proposed studies and implementations to be conducted at the site in order to make lasting changes – both structural and social – that will deter these types of activities from happening. We have proposed these interventions as a part of our 2025 Neighborhood Plan, funded by the Wells Fargo Regional Foundation, and anticipate that we will be working on this issue for a number of years.

Since the time of our proposal, numerous local and larger entities have come together to address this issue, and we are working with them through their alliance: The Gurney Street Coalition for Change. This collaborative is engaged by representatives from ConRail, community development organizations, social service agencies, municipal offices, local politicians, and the list continues to grow.

As someone who works directly with members of the community and is also a member of multiple teams committed to changing our community for the better, it is imperative that I communicate to you my concerns regarding this area and the railways that traverse it. Knowing that not only our organization, but numerous other entities are prepared to invest a great amount of time, money, energy, and other resources into making positive implementations to this corridor, I want to ensure the longevity and sustainability of our efforts.

I realize that your plans for the area are not yet solidified. It is very important to me that NEC Future make informed decisions regarding development of this area, and that there are additional opportunities for people in our area to hear and respond to your plans for development in this community. As we make plans to develop the corridor and detract people from engaging in dangerous and/or violent activities along the ConRail line, it is in our shared best interests to be in open communication with one another regarding our respective visions for the corridor. To begin the conversation, please feel free to reach out to me via email or phone: smonteiro@hacecdc.org or (215) 426-8025 x3011.

Thank you for your time and attention to this urgent matter.

Sincerely,

Stasia Monteiro, M.S.Ed.

NAC Program Director

HACE CDC

hacecdc.org

167 W. Allegheny Ave. ■ Suite 200 ■ Philadelphia, PA 19140

F 215 426-9122 ■ T 215 426-8025

A Non-Profit 501 (c) (3) Community Economic Development Corporation

Equal Housing Opportunity



NEC DEIS Comments - RECORD #2614 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Paula

Last Name :

Hackenjós

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. This will be so unfair to the students who have chosen to major in art and attend the University of New Haven's Lyme Academy. This will be very disruptive and devastating to the students.

NEC DEIS Comments - RECORD #1609 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Eileen

Last Name : Hackett

Stakeholder Comments/Issues :

This is a BAD idea. There are so few beautiful places left in Connecticut. Don't ruin another one.



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



The Northeast Maglev, LLC
6 South Gay Street
Baltimore, MD 21202

Ms. Rebecca Reyes-Alicea
NEC Future
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

NEC DEIS Comments - RECORD #1875 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Susan

Last Name :

Haddad

Stakeholder Comments/Issues :

I oppose Alternative 1 of the New England Corridor Futures proposal because it will destroy the campus of the Lyme Academy College of Fine Arts of the University of New Haven as well as destroying the charming character of that portion of Old Lyme.

NEC DEIS Comments - RECORD #1959 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Kevin
Last Name : Hadlock
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I agree with inland alternatives that will provide much-needed rail service connections such as along the I-91 corridor to Hartford and then to points east.

NEC DEIS Comments - RECORD #2906 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Catharine
Last Name : Haff

Stakeholder Comments/Issues :

This plan makes no sense! Why does it make sense to completely destroy the historic town of Old Lyme, CT in order to save approximately 30 minutes on a trip from DC to Boston via Amtrak! This plans would go through the middle of our town taking our taking out all the schools along with the Lyme Arts Academy and all their buildings. This plan has to be stopped.

NEC DEIS Comments - RECORD #2320 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Robert

Last Name :

Haff

Stakeholder Comments/Issues :

We are a small town with very little 'central community' area, and what we do have is extremely important to our history, economy, character and sense of community. This plan would impact our only commercial area, which houses our grocery store, pharmacy and many small businesses. Our village center, which is directly off of the commercial area, houses the Lyme Academy of Fine Arts, as well as the famous Florence Griswold Museum and the Lyme Art Association. All are sites of historic significance and the individual organizations have worked diligently to continue with their legacy and maintain the physical structures. It is beyond comprehension that these buildings would be considered of little importance as this project moves forward. But the plan also impacts many properties along the way, as it is an entirely new track, cutting through several neighborhoods, not to mention wetlands, open space and areas of archaeological significance. I am very upset by the lack of community briefing. I am very upset the this plan would decrease the value of my home and the values for the entire town. It is of no benefit to the Town of Old Lyme. This is not an acceptable plan, period!

NEC DEIS Comments - RECORD #2170 DETAIL

Status :

Unread *

Record Date :

2/15/2016

First Name :

Barbara

Last Name :

Hageman

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 #1755 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : valerie

Last Name : Haigh

Stakeholder Comments/Issues :

I strongly oppose Alternative 1.

NEC DEIS Comments - RECORD #1302 DETAIL

Status : Action Complete

Record Date : 2/14/2016

First Name : Barbara

Last Name : Haines

Stakeholder Comments/Issues :

As a former 20 year resident of Fairfield County and now a 10 year resident of Middlesex County in CT, I strongly support investment in the Northeast Rail Corridor. Alternative 2 has my vote for it's link to Central CT. This looks like it would improve public transport access to the Hartford area, Bradley Airport and UConn. This would be of great benefit to the state of CT.

NEC DEIS Comments - RECORD #1426 DETAIL

Status : Action Complete

Record Date : 2/14/2016

First Name : Mahlon

Last Name : Hale, M.D.

Stakeholder Comments/Issues :

I strongly urge you not to have any negative impact upon the historic town of Old Lyme and the surrounding area. I am expanding this concern in a letter to Senator Blumenthal

The next speaker is Robert Hale.

MR. HALE: Good evening. My name is Robert Hale. I'm a member of the public who's been interested in this project for a while as a regular rail rider.

This is not the first I've heard of an initiative to significantly upgrade the Northeast Corridor, and the lack of a similar plan for our highways or for our airports at this point should serve as a testament to the public and to the officials making decisions of the importance of rail and how it will be able to serve a role that simply cannot be served simply by upgrading our roads or our airports alone.

I believe that after viewing not only the information in the separate but other information as well, that the cost/benefit analysis stacks up strongly in favor of a bold action that involves in large part a bypass around the existing Northeast Corridor to take traffic off of our roads and out of our airports and reduce emissions that are significantly affecting quality of life in this area, as well as the environment in a negative way.

I think it's important for members of the public as well as decision makers to understand that there will be no way to avoid all local impacts, and there will be no way to satisfy everybody. That's why this process is so important, because it assigns, to the best of our ability to do so, numbers for comparison.

On the point of maximizing cost effectiveness, I would ask the decision makers to evaluate the possibility of using existing right-of-way where possible -- such as between Providence and Boston -- where the line that currently exists is electrified and supports, on much of the route, speeds of over 100 miles an hour and has room for expansion on both sides.

I would also ask that the impact of existing crashworthiness regulations on the ability to cost effectively procure equipment be evaluated. While it is favorable to have additional levels of protection in a crash in rolling stock, it is my understanding that the requirements imposed by the FRA have significantly increased the costs of procuring rail equipment, including that that operates the Acela service today. It reduces its ability to accelerate and also to brake in a fast manner.

I would argue that the cumulative impacts of the increase in cost of procuring those train sets is passed on to consumers like us, pushing many to choose an automobile, a bus or a [plain|plane] where they might otherwise choose a train, and especially in the case of buses or automobiles, making the overall transportation system less safe.

Thank you very much.

NEC DEIS Comments - RECORD #62 DETAIL

Status : Pending
Record Date : 12/9/2015
First Name : Robert
Last Name : Hale
Stakeholder Comments/Issues :

A second spine north of New York will absolutely be necessary to segregate intercity traffic from slower commuter trains on the New Haven line and bypass the curves and drawbridges. Things get by on the New Haven Line right now precisely because all trains run at around the same speed.

The NEC south of New York can support more intercity trains before it gets to the point of demanding a second spine because of relatively wide stop spacing and lighter traffic.

I would imagine that utilizing an existing transportation right-of-way would minimize litigation risk. To that end, I wonder if the second spine can use the Bronx River Parkway right-of-way to bridge between the Harlem Line and the Hell Gate Line as part of a NYP-White Plains-Danbury-Waterbury-Hartford new line. The highway would need to be reconstructed, but that should be seen as an opportunity; the Bronx River Parkway cannot currently accommodate trucks (a relic of the Robert Moses era), forcing trucks to use local streets. A reconstruction of the corridor to be multimodal could bring truck traffic off of Bronx local streets and link the Harlem Line to Penn Station for both commuter and intercity services. Moreover, a truck-accessible Bronx River Parkway would obviate the need for the Sheridan Expressway, which cuts off the South Bronx from the Bronx River waterfront.

NEC DEIS Comments - RECORD #97 DETAIL

Status : Pending
Record Date : 12/29/2015
First Name : Robert
Last Name : Hale
Stakeholder Comments/Issues :

I was at the public meeting held in New Haven held on December 14, 2015, and I would like to expand upon the comments I made orally. In particular, I offer a rebuttal to the many environmental interest groups that sent representatives who spoke against Alternative 3 at that meeting. Their reasoning for favoring Alternatives 1 or 2 was to minimize the immediate impacts of new right-of-way on habitat, and I respect their positions. Indeed, I share the broad goal of protecting the environment, and I contend that anything other than proceeding with Alternative 3 would be shortchanging our environmental health. Unfortunately, a narrow focus on habitat destruction due to a new rail right-of-way misses the far greater environmental consideration of emission reduction.

Reducing tailpipe and jet engine emissions—as well as eliminating some of the many negative externalities of a singularly automobile-oriented transport system—require diverting as many passenger trips off of rubber-tired vehicles and airplanes, onto electric trains. Even conversion of much of the rubber-tire fleet to electric will do much less to mitigate environmental damage than will increased use of the rail system. The energy required to move one person one mile in an automobile will still be much greater than the energy needed to move that person one mile in a train. Moreover, rail is much more space-efficient than the automobile; more trips made on trains means fewer parking spaces and automobile travel lanes needed in our cities and suburbs. Asphalt-paved parking lots are the least productive type of impervious land and a key source of non-point-source water pollution. Reducing their prevalence must be a key goal of any environmental movement in the densely populated Northeastern United States.

Although constructing an inland Connecticut bypass of the Shore Line would be difficult, global experience shows that it is feasible. For example, much of the mileage on the Naples-Milan high-speed rail spine in Italy cuts through quite rugged terrain. The distance from Naples to Milan is—give or take a few dozen miles—the same distance as Washington to Boston. Today, the fastest trip between the former city pair takes 4h15 and can be expected to decrease once the new Belfiore station in Florence opens. The fastest trip between the latter two clocks in at 6h45. While it is true that landowners can be expected to fight any new alignment in the Northeast, planners and leaders in Italy faced many of the same obstacles that we in the Northeast face today. Their success in delivering incremental improvements culminating in a full Naples-Milan high speed rail spine suggests that a similar effort in the Northeast is quite achievable.

Although it is early in the NEC Future process, we have enough information to say that we are not going to get a WAS-BOS trip time reduction of 2h30 just with low-cost, low-impact tweaks to the Shoreline from New Rochelle to Rhode Island as contemplated in Alternative 1. Indeed, the bypass around New London would be the height of wastefulness, as it would traverse terrain that is just as difficult as that further inland while still locking all trains into using most of the Shore Line/ New Haven line between New York and Boston. Moreover, few to no new travel markets would be opened up. Trip times—especially those for end-to-end journeys currently dominated by the airlines—are not going to be competitive with those achievable in other travel markets if trains average 60-70 mi/hr through all of Connecticut. That time and other suppressed economic potential has an opportunity cost that accumulates quickly.

Conversely, the only alternative that allows the Northeast Corridor north of New York to reach its full potential is Alternative 3. It is the only alternative that brings end-to-end travel times in line with those achievable on other

corridors of similar length elsewhere on the planet. When one looks at the \$300B price tag spread over at least 30 years and many entities, the yearly economic output of the Northeast as it stands dwarfs that number. Moreover, the economic output that additional travel opportunities presented by a real HSR spine can be expected to unlock are massive. Hours will be cut off the travel times from inland Connecticut to destinations elsewhere in the Northeast, and trips that are not practical by rail today will be opened up. Of course we need to bring the existing rail line back into good repair first, and all alternatives include that. But there is no reason that a region as wealthy as the Northeast needs to stop there. Maybe tweaks to the New Haven line are all we see for the next twenty years, but not having a framework with legal standing for launching a more robust program will only drive up costs later. I think that makes for a self-fulfilling prophecy of meekness. As much as the financial, geographic, legal, etc. obstacles to Alternative 3 are great, many of our peers in the G-20 have successfully navigated the same obstacles. Advancing any alternative besides Alternative 3 would be the height of myopia and a disservice to the NEC Future process as well as an unacceptable missed opportunity for our environment.

NEC DEIS Comments - RECORD #1119 DETAIL

Status :

Pending

Record Date :

2/12/2016

First Name :

Barbara

Last Name :

Hall

Stakeholder Comments/Issues :

I grew up in Old Lyme. Live across CT River in Essex. Old Lyme is home to a vibrant art colony. The CT River has been designated one of Forty Best Places in America. Lieutenant River in Old Lyme is scenic and wonderful for canoe and kayak . The proposed High speed rail would destroy Old Lyme. People came to Old Lyme to see where time had stopped. Please do not destroy our town. Consider connecting our cities. Hartford, capital of CT, needs to be connected to Providence, Boston, and New York. Thank you.

NEC DEIS Comments - RECORD #2108 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Bruce
Last Name : Hall
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 #2425 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Hallie

Last Name : Hallman

Stakeholder Comments/Issues :

No railway through historic Old Lyme! It is dangerous and unnecessary.

NEC DEIS Comments - RECORD #229 DETAIL

Status :

Action Completed

Record Date :

1/22/2016

First Name :

Patricia

Last Name :

Hallstein

Stakeholder Comments/Issues :

Please provide better bike access - safe way to bring bikes on board and store them during trips. I and many friends frequently need to travel along the corridor with a bike and nearly always have to choose car or flight over rail because of this issue.

NEC DEIS Comments - RECORD #1300 DETAIL

Status : ~~Action Completed~~

Record Date : 2/14/2016

First Name : Barbara

Last Name : Hallwood

Stakeholder Comments/Issues :

I strongly opposed Alt 1.

Old Lyme has a strongly environmental influence. Please seek another alternative as you will ruin Old Lymes wildlife including swallow migration resting place.

Our next speaker is Bruce Hamer. Bruce?

MR. HAMER: Yes, ma'am.

THE MODERATOR: Are you Bruce?

MR. HAMER: Yes, I am.

THE MODERATOR: Okay.

MR. HAMER: How you doing?

THE MODERATOR: Good, Bruce. Take the mic and just introduce yourself and --

MR. HAMER: Yes. I'm Bruce Hamer.

THE MODERATOR: Make sure -- make sure that she can hear you all right.

MR. HAMER: Everybody hear me?

THE MODERATOR: Good, thank you.

MR. HAMER: Okay. Because I can't hear myself, I can hear the echo like I'm in a cave or something. But I can hear the echo.

But I'm saying because there are aspects of this hearing that would be guaranteed in this hearing that address that and invest in that that is guaranteed that it's beneficial, that we got to do something that's benefiting those beyond ourselves as far as transit. Because it sounds good, but I'm saying if the outcome was guaranteed I'm saying is the most important thing. Just having a back and forth, this, that and the other, the inconvenience, the convenience, this, that and the other and the nature of that, okay. So this is the main concern that we -- I'm really concerned about addressing, you know what I'm saying, that where we feel comfortable with it, that we are safe with it, you know what I'm saying? Because I have people that I know is riding the train alone, the PATH train, just the regular New Jersey Transit train. I'm saying they've been on trains before. I'm saying take one more train before it's time. That these changes need to be taking into consideration that it's beneficial to us all. And I think that's the most important thing that we should be looking at in regards to the nature of that, you know what I'm saying? There are train phobia. So that my concern is that it's going to benefit us, that we invest in this and we take an interest in this. That we have waited so long to get this done. By doing this, it's been held back for so long, what is the guarantee now that -- I mean, is it going to get done, or are we just talking about it, are we going to hear about it? When you're saying these things, this, that and the other, I have people, I mean, they're speeding right along that I travel with maybe four or five times on the train a day, just New Jersey Transit alone, all over the Tri-State area. I mean, so they get done with travel and they're saying I don't feel comfortable boarding the trains and they're saying oh, they're rattling and whatever and things of that nature. I'm saying if it's a comfortable ride, something that's going to be benefit for all, that we feel comfortable. This is the guarantee that's in that that we need to take into consideration and look forward to, you know, take into future consideration, future benefit on all our behalfs (sic). Not just talking about it but being about it, where we're safe and we feel comfortable. Sometimes things sound good, but they're not good until they're actually in effect. And we hear this all throughout our lives each and every day. We talk about things, we talk about things over and over, we hear things, we hear things, but we're not accomplishing, we're not doing those things and reaching our goals. I tell them what is concrete, it's solid. It's profound. And all we can say is this, that and the

other. But where we are going with it, I mean, that's what I want to know, this is the direction. I'm saying that is the avenue we've been going down and looking at things in consideration as far as the future. And I'm not -- since I've been here, I'm saying that I just got here, sorry I got here late, but I tried my best to get here to address that. I think that's the most important thing that we need to be taking into consideration, against everything else, our safety. But I feel comfortable that we are going to get it accomplished and accomplishing that. That it's guaranteed, and it's profound.

THE MODERATOR: Thank you, Bruce.

MR. HAMER: Thank you. That's my main concern.

THE MODERATOR: Thank you, very thoughtful. Thank

you, thanks a lot.

NEC DEIS Comments - RECORD #712 DETAIL

Status : Action Complete

Record Date : 2/10/2016

First Name : Sterling

Last Name : Hamill

Stakeholder Comments/Issues :

We desperately need hi-speed rail,
as in France, in the NEC, offering thousands of new jobs as well.

The next speaker is Andy Hamilton.

MR. HAMILTON: Good afternoon, and thank you very much. This is really wonderful to have all of these meetings throughout the entire Corridor, and I'm sure you're going to hear very similar things throughout the area.

My name is Andy Hamilton. I am the MidAtlantic Coordinator for the East Coast Dreamway Alliance. I'm also the Vice Chair of the Board of the September 11th National Memorial Trail.

East Coast Greenway is a system of trails and roads. Currently, they connect Canada to Key West going through the centers of every major city on the East Coast.

The September 11th National Memorial Trail is a system of trails and roads that connect the three crash sites and memorials together. One represents 3,000 miles, the other represents 1,300 miles.

I'm here to suggest the concept of complete corridors. Complete corridors, similar to the complete streets processes and evolutions that have been going on.

The U.S. DOT and the different state DOTs have been very engaged with this, at least at different levels, but they are focused on this, especially with the now NACTO standards being accepted by the U.S. DOT, and working — you're working in concert with the U.S. DOT. I think that that ought to be part of the processes moving forward.

A couple key places of interest, and thank you for being here, would be the Susquehanna River. There's a coalition, the Susquehanna State Crossing Coalition, which has about 37 million people involved with that. We put that together.

We've put together quite a few different levels of political interest in that project to get a way to cross the Susquehanna River.

There's no safe way to cross the Susquehanna River in the state of Maryland, and — for a non-motorized user. I apologize. And you're building a bridge very soon down there, and we'd like to be a part of that.

I wanted to also mimic or mention that what Bob said is really key. The roll-on service that has been started by Amtrak, thank you very much. That's wonderful. Increasing that, along with bike parking, is key.

The last thing I want to mention is the East Coast Greenway is actually designed to connect to your train stations almost exactly and at every location.

So we are part of your multi-modal system already, but we need to have a little bit more access to a certain few places along the Corridor.

Thank you very much.

THE MODERATOR: Thank you, Andy.

How are we doing with people? They're a good pace, you can get it all?

NEC DEIS Comments - RECORD #1514 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Elizabeth
Last Name : Hamilton
Stakeholder Comments/Issues :

To Whom it May Concern:

I am opposed to the plans to route the new high-speed rail line through the center of Old Lyme. It would destroy the tranquility of our historic district, upend several historic homes (including my own, which was built in the 1660s and is believed to be the second oldest home in town) and further contribute to the noise etc. that living in such close proximity to a major highway already brings. We urge you to find another solution to the problem, as this would significantly and negatively impact businesses, homeowners and the town of Old Lyme itself.

Sincerely yours,
Elizabeth Hamilton

NEC DEIS Comments - RECORD #874 DETAIL

Status : ~~Not Complete~~
Record Date : 2/11/2016
First Name : Frank
Last Name : Hamilton
Stakeholder Comments/Issues :

To whom it may concern,

I grew up in Old Lyme and love the place dearly. My parents live in the historic district and they are both highly involved within the town.

Old Lyme is a lovely place of historical significance. The Florence Griswold, Lyme Art Academy and the historic district in general are true New England and national treasures enjoyed not just by the people of Southeastern Connecticut but by a much wider group of tourists from around the country. Old Lyme is a unique and special place.

The recent NEC proposal would inordinately effect Old Lyme while leaving other communities relatively unharmed. It will ruin a bucolic and historic place. As New Englanders, we are all for commerce and progress but that does not mean that we should bluntly erase the past in its name. The historical places which I mentioned (including the "Flo Gris" which is a National Historic Landmark) would be decimated by the NEC proposal. There has to be a better path forward that leaves these institutions untouched.

I implore you to rethink the proposal as it will destroy the town that so many of us hold so dear.

Best,

Frank Hamilton

P.S. Come to Old Lyme and see for yourself. Maybe you'll end up staying as many others have before you.

NEC DEIS Comments - RECORD #2296 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Martina
Last Name : Hamilton
Stakeholder Comments/Issues :

Please do not use alternative It will negatively impact one of the last original small towns in America

NEC DEIS Comments - RECORD #2706 DETAIL

Status :

Unread

Record Date :

2/16/2016

First Name :

Martina

Last Name :

Hamilton

Stakeholder Comments/Issues :

I oppose Alternative One

NEC DEIS Comments - RECORD #402 DETAIL

Status :

Review Complete

Record Date :

1/30/2016

First Name :

Pamela

Last Name :

Hamilton

Stakeholder Comments/Issues :

Is it legal to slash through and destroy a significant section of an Historic District? Do we not value our own architecture and arts? Do we not value our history? Is 25 minutes of saved time on a train trip reasonable justification for the destruction of the historic village of Old Lyme, one of the gems of the Connecticut River Valley, indeed, of New England?

NEC DEIS Comments - RECORD #1056 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Ned

Last Name : Hammond

Stakeholder Comments/Issues :

Please add me to your mailing list.

NEC DEIS Comments - RECORD #924 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Paulette

Last Name : Hammond

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:

The Maryland Conservation Council is a lover of
our state's few remaining wild places. As President, 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,

Paulette Hammond

[REDACTED] 01 Westshire Road

Baltimore, MD
21229

Phamm001@[REDACTED]earthlink.net

NEC DEIS Comments - RECORD #1655 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

S

Last Name :

Hanasen

Stakeholder Comments/Issues :

I am not in support of the NEC FUTURE rail proposal for the reasons stated in first Selectwoman Bonnie Reemsnyder's letter.

NEC DEIS Comments - RECORD #841 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Joyce

Last Name : Hancock

Stakeholder Comments/Issues :

62 billion dollars to save a few minutes on a train ride in the NEC??? And by doing so, ruining the historic, pristine town of old lyme? Really?? Have ANY of the proponents been to Old Lyme?

If they had, they would never propose such an incredulous idea of a train tracks running through the middle of this town!!! Perhaps these same people feel the residents of Old Lyme should not be allowed to enjoy the peaceful tranquility of our town that maybe the proponents don't experience in their towns of residence!

Something is dreadfully amiss here for the proponents of this plan to even be thinking of such a far reaching impact on so many levels for our town of Old Lyme.

NEC DEIS Comments - RECORD #1965 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

John A. Hangasky III, Ph.D.

NEC DEIS Comments - RECORD #132 DETAIL

Status : Pending

Record Date : 1/11/2016

First Name : David

Last Name : Hanna

Stakeholder Comments/Issues :

Please allow bicycle roll on access on the Northeast Corridor. This would allow me to use your service. Currently I usually drive because I need a car once I arrive. By allowing bicycle roll on access I can get where I want with out renting a car.

NEC DEIS Comments - RECORD #427 DETAIL

Status : Action Completed

Record Date : 1/31/2016

First Name : Melissa

Last Name : Hannifan

Stakeholder Comments/Issues :

I am fervently AGAINST a high speed rail route they are talking about putting through old Lyme .

NEC DEIS Comments - RECORD #178 DETAIL

Status : Pending

Record Date : 1/14/2016

First Name : Lorraine

Last Name : Hannon

Stakeholder Comments/Issues :

Bringing high speed rail to and through Long Island is good and necessary. Please continue the fight.

NEC DEIS Comments - RECORD #2406 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : FERN

Last Name : HANSEN

Stakeholder Comments/Issues :

Leave Old Lyme the way it is

NEC DEIS Comments - RECORD #1005 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Martha

Last Name : Hansen

Stakeholder Comments/Issues :

I am opposed to Alternative 1's route through Old Lyme, CT's Historic District. It would devastate the town and destroy it's character. It would wipe out part of the business district and destroy tourism in the area. Please keep the route in the same location, it's not bothering anyone there.

NEC DEIS Comments - RECORD #1080 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Ann

Last Name : Hanson

Stakeholder Comments/Issues :

Please do not place a railroad through the Patuxent Wildlife Refuge. This acreage is one of the few large protected forest areas within a reasonable driving distance of Baltimore, and is a fantastic habitat for birding. Maryland is on the migratory pathway for many songbirds including a wide variety of warblers. Their survival depends on green spaces where they can eat and "refuel" on their thousands of mile-long journey south. Please protect this land.

Anne Hanson

Sent from my iPad

NEC DEIS Comments - RECORD #2071 DETAIL

Status :

Review Completed

Record Date :

2/15/2016

First Name :

Lisa

Last Name :

Hanson

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 #492 DETAIL

Status :

Action Completed

Record Date :

2/2/2016

First Name :

Will

Last Name :

Harbour

Stakeholder Comments/Issues :

As a resident of Manhattan who conducts significant business all along the NEC from DC to Boston I know first hand how critical a role Amtrak service plays in the economy of the north east megalopolis. Rail service is absolutely not simply an alternative to air travel - it is the backbone of the region. It's far more convenient, more conducive to productivity, and more economical to me, my company, and my business interests. Not only is it unacceptable to simply maintain existing infrastructure, but even a small build initiative does nothing but shackle perhaps the greatest economic region in the world. It is our civic duty to facilitate, in a responsible manner, the development of this region to keep America at the forefront of economic development, innovation and the seamless flow of ideas. Nothing will facilitate that more than world-class rail travel along the corridor. Anything short of a vote for the most progressive development of the NEC is a vote against the future of America. Whatever the cost of developing this corridor pales in comparison to the damage that will be done to our economic development if the project does not move forward quickly, effectively and correctly.

NEC DEIS Comments - RECORD #230 DETAIL

Status : Action Completed

Record Date : 1/22/2016

First Name : Bryant

Last Name : Hardwick

Stakeholder Comments/Issues :

I would love to be able to have a more "European" style train service available. I can't believe my family can't cycle from Dover, NH to Portland, ME and get back on the train with our bikes (something many cyclists would love to do)

NEC DEIS Comments - RECORD #1328 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

John

Last Name :

Hargraves

Stakeholder Comments/Issues :

I remain completely opposed to this plan, which would represent a disastrous mistake, at one stroke destroying the charm of a historic village, which has been carefully preserved for many years, And making for the next decade a giant traffic problem for its residents. Surely there is a way to secure the railbed without removing it so far in land. Everyone I know is horrified that this plan seems to have taken on so much reality, without ever having informed the local people who would be affected by it

NEC DEIS Comments - RECORD #2116 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Jim
Last Name : Harlukowicz
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Thank you for helping us protect and preserve Lyme Academy College of the University of New Haven.

With best wishes,

NEC DEIS Comments - RECORD #90 DETAIL

Status : Action Complete
Record Date : 12/25/2015
Submission Record Assigned To : Kevin Maddox
Submission Method : Web-form
Highly Sensitive Comment :
Submission Date : 12/25/2015
Title :
First Name : Martha
Last Name : Harmon
Business/Organization :
Agency Division :
Address : 560 N St SW
Apt./Suite No. : N304
City : Washington
State : DC
Zip Code : 20024
Telephone :
Telephone Ext :
Email : marthaharmon5@gmail.com
Add to Mailing List : None
Stakeholder Type :
Stakeholder Comments/Issues :

We need a fast train from DC - NY - Boston, with no other stops. Swing the route wide if you have to.

Thanks.

EIS Comment : Yes

NEC DEIS Comments - RECORD #759 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Louise

Last Name : Harmony

Stakeholder Comments/Issues :

Make the transportation corridor go AROUND THE OUTSIDE OF THE Wildlife Refuge on private land - making sure to erect structures that will preserve bio-diversity within the refuge. There are few enough semi-wild places in the Baltimore- Washington area. We CERTAINLY do NOT NEED LESS semi-wild places.

Species protection IS IMPORTANT. But it not just about bio-diversity. PEOPLE need wild places to get to = BEST if near large cities.

BEST DECISION OF ALL - depend less on gas and oil. We would not need the transportation corridors if we had OTHER *AFFORABLE *ALTERNATIVES THAT ACTUALLY WORK.

Louise Harmony, Baltimore

NEC DEIS Comments - RECORD #2609 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : James

Last Name : Harnsberger

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I am emailing to express my opposition to Alternative 1 of the Northeast Corridor Futures proposal. Part of its route will pass through the Lyme Academy of Art, which will have a devastating impact on the viability of a longstanding educational institution. Rail travel is supposed to enhance our lives and protect the environment, but if the cost is the destruction of our centers of cultural excellence, then we need to do everything we can to make new rail lines be a win-win for all citizens.

NEC DEIS Comments - RECORD #1320 DETAIL

Status : Action Complete

Record Date : 2/14/2016

First Name : Brian

Last Name : Harra

Stakeholder Comments/Issues :

Protesting "Taxation without representation" is as old as the towns of Lyme/Old Lyme! we've learned something from Robert Moses v. Jane Jacobs in NY & on Long Island. The Railroaders should too.

NEC DEIS Comments - RECORD #2983 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Donna
Last Name : Harris
Stakeholder Comments/Issues :

To consider historical sites, such as the Old Lyme Inn and the Florence Griswold Gallery to put in rail tracks in that area is unthinkable. Not only that, but, if you are on that side of the Lieutenant River you would have to continue down the center of commercial real estate. Why wouldn't you utilize the current path of the railroad close to the current railroad tracks off of Ferry Rd. Taking down historical buildings is not progress in my opinion.

NEC DEIS Comments - RECORD #2219 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Edward Harris

Dean Emeritus, So CT State U, New Haven, CT

NEC DEIS Comments - RECORD #2989 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Jennifer
Last Name : Harris

Stakeholder Comments/Issues :

The communities in our region could greatly benefit from a rail stop in Palmer! Therefore, we wholeheartedly support it for the town of Palmer. The Amherst colleges are close by as well as Worcester and Hartford. This would be a great asset for New England as a whole! Please bring back the commuter train!

NEC DEIS Comments - RECORD #1976 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Patricia

Last Name : Harris

Stakeholder Comments/Issues :

Old Lyme has an important history that is the very heart of this region. Alternative 1 would gut the very essence of the town and provide very little variation to the current route.

NEC DEIS Comments - RECORD #2002 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Barry

Last Name : Harrison

Stakeholder Comments/Issues :

I support Alternative #1. It moves the train tracks north and away from the environmentally sensitive shoreline and wetlands in Old Lyme. This is best for the environment. The environment in Old Lyme is more important than the ambiance.

NEC DEIS Comments - RECORD #1949 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Brett

Last Name : Harrison

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 #2010 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Kathleen

Last Name : Harrison

Stakeholder Comments/Issues :

I support alternative 1. It is best for the environment - especially in Old Lyme

NEC DEIS Comments - RECORD #1857 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

John

Last Name :

Harritt

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

NEC DEIS Comments - RECORD #1552 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Alexander

Last Name : Hart

Stakeholder Comments/Issues :

To destroy a town , and an Historic District for a marginal increase in rail speed (at an incredible cost) seems an absurd trade off.

NEC DEIS Comments - RECORD #835 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Ross

Last Name :

Hart

Stakeholder Comments/Issues :

I believe alternative 2 or alternative 3 (either central CT- providence or central CT Worcester) would be the best options but I am more in favor of alternative 3. As a resident of the Hartford are I would LOVE LOVE LOVE better intercity connections and I know others would too. I ride Amtrak 10-20 times a year and this number would grow if I did not have to drive 30 plus minutes to the nearest station Big investment like this is what drives economies. Please do everything in your power to make this happen. Also alternative one seems like putting a piece of tape over a cracked foundation and hoping it holds. THINK BIG.

NEC DEIS Comments - RECORD #1344 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Stephen

Last Name :

Hart

Stakeholder Comments/Issues :

I am strongly opposed to the plan to run the new high speed rail line through the town of Old Lyme. It would destroy the entire center of the small town.

NEC DEIS Comments - RECORD #3036 DETAIL

Status :

Unread

Record Date :

2/16/2016

First Name :

Patience

Last Name :

Hartley

Stakeholder Comments/Issues :

Please, consider including Western Massachusetts in future planning proposals, namely; Palmer, Amherst, Northampton and Springfield. This area is already laid out well to make realistic and sustainable improvements with worthwhile investment for upgrading. The citizens of these towns, in general, are already working toward moving in the direction of mass transit and consumer sustainability. UMass Amherst and the Five Colleges are leading the way in many areas of the type and excel in comparison to many others in the country with similar future goals. Commuter rail in the area could be the benchmark and supersede ridesharing if it is a proactive plan. The enthusiasm and realistic patronage for such a line is high. Thank you for your work and consideration.

NEC DEIS Comments - RECORD #816 DETAIL

Status :

Record Date : 2/11/2016

First Name : Ken

Last Name : Hartman

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 native 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,

Ken Hartman

Houston, TX

NEC DEIS Comments - RECORD #683 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Robert C.

Last Name : Hartman

Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Dr. Robert C. Hartman

162 Gracefield Rd Apt 213

Silver Spring MD 20904

NEC DEIS Comments - RECORD #253 DETAIL

Status : Action Completed

Record Date : 1/24/2016

First Name : Lea

Last Name : Harty

Stakeholder Comments/Issues :

I have strong concerns about Alternative 1, which would run through the heart of Old Lyme (both the business and cultural districts) as well as wetlands. While I appreciate that there is no perfect solution, this plan would be so detrimental it should not even be considered.

NEC DEIS Comments - RECORD #54 DETAIL

Status :

Unread

Record Date :

12/7/2015

First Name :

Kenneth

Last Name :

Harvey

Stakeholder Comments/Issues :

I think NEC(Amtrak) need to invest in adding those 4 station in the Bronx,and one on 125st in Harlem.Up grade your tracks in those area and speed up the process so it won't seem like your wasting money.

NEC DEIS Comments - RECORD #2101 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Marc & Doreen

Last Name :

Harvey

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 #1175 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Suzanne

Last Name : Haskell

Stakeholder Comments/Issues :

I can't believe that anyone in their right mind would propose such a preposterous idea!! And all to save 30 minutes off the trip from DC to Boston!! For openers, how much will this monstrosity cost? I lived in Old Lyme for almost 40 years, and the charm, history, sense of community, and residents are too important to destroy by a high-speed train running through the town.

NEC DEIS Comments - RECORD #1880 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Rebecca
Last Name : Hatch
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, as well as the beautiful historic district of Old Lyme, and encroach on the protected estuaries in the area.

P R O C E E D I N G S

(6:53 p.m.)

MR. HAUSLADEN: My name is Doug Hausladen. I represent the City of New Haven. I'm here to provide testimony on behalf of the City of New Haven with respect to NEC Future. We've already submitted formal testimony through the Deputy Economic Development Administrator and the Economic Development Administrator, Matthew Nemerson.

Today we have heard the announcement that one of our flagship corporations is leaving Connecticut for Massachusetts, and the number one reason given in the press today has been revolving around transportation investments. Tonight we've heard a number of alternatives, all of which are fantastic for Connecticut's future and Connecticut's economy. The City of New Haven is excited for the opportunity to see rail investments in our state of Connecticut and knows that any investment in rail is an investment in Connecticut's future and the City of New Haven's future.

Of all the alternatives, possibly the most interesting that we have seen is the redundancy of the third alternative. This alternative provides redundancy in the southerly and a northwesterly route, all of which expanding our competitiveness as we try to compete globally, not just nationally, with cities like Shanghai, with areas like Oakland and the Bay Area and with states like Texas, who have their own high-speed rail plans, and they're in the middle of implementation.

The economic competitiveness of the region depends on its rail infrastructure, depends on its port infrastructure, depends on its airports and, of course, on its roads and bridges. Without an impactful investment into our rail, we will be left behind once again. We need the generation of investments that will spur us into a future full of jobs and meaningful lives for our residents in Connecticut.

The City of New Haven is excited and proud that our Union Station is included in so many of these plans, and we are looking forward to working together with Amtrak and with our Congressional delegation to continue this work moving forward. Thank you.

(Whereupon the proceedings
were concluded at 7:00 p.m.)

So if there is no one -- would you like to speak?

PAUL HAVEN: Yeah, I would actually.

RUBY SIEGEL: Okay. Hold on a second before you -- oh, okay. So that's great. I'm glad we got someone to speak. Hold on just a second.

PAUL HAVEN: Okay.

RUBY SIEGEL: So I'm just going to make sure that if -- when you speak that you introduce yourself and tell us who you're affiliated with. Also just want to remind you that we have a stenographer who's taking down your testimony. So if you can do the speak clearly and slowly thing so she can follow what you're saying, that would be great. Okay. So --

PAUL HAVEN: Yeah. Thank you.

RUBY SIEGEL: I guess I can introduce you, but it's Paul Haven.

PAUL HAVEN: Yeah. I'm Paul Haven. I'm with the Environmental and Energy Study Institute here in D.C.

I guess I just want to -- I didn't have anything written, obviously, so this is going to be a little choppy, but I do plan on submitting some comments. But the comment I wanted to make here is that I think it's critical that we look at -- when the evaluating the options that we look at the impacts on all of the modes of transportation in the corridor. So if we end up with, you know, a low-end alternative, if you will, that doesn't carry as much as capacity, it doesn't go as fast, will we need to build more roads? And what would be the environmental impact of that? Will we need to build airports or more runways, and what will be the impact of that? We need to look at all of the modes instead of just looking at it as a single mode in looking at the whole corridor. And I think that's critical.

And now with the environmental impact, we've got the ability to look at emissions in the corridor as well. And, obviously, I saw from the boards that that's being looked at already, but I just wanted to add the piece about the impact on the other parts of the transportation network in the corridor. And if we end up having to build more on those, that the environmental impact of that should be included in this as well. That's really all I have for now. Thank you.

RUBY SIEGEL: All right. Thank you, Paul.

NEC DEIS Comments - RECORD #1723 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Jenny
Last Name : Hawkins Lecce
Stakeholder Comments/Issues :

I support Alternative 2 and Alternative 3. Not including Middletown, Meriden, Hartford in an expansion of service is unthinkable.

NEC DEIS Comments - RECORD #828 DETAIL

Status : Action Complete

Record Date : 2/11/2016

First Name : Matthew

Last Name : Hayward

Stakeholder Comments/Issues :

Absolutely ridiculous that you would chose to run the rail line through the middle of downtown Old Lyme- destroying historic buildings and ruining our beautiful town... not to mention the environment impact on sensitive wetlands. I vigorously oppose this plan! Shame on you for keeping this plan under the radar until the 11th hour. Awful, awful idea.

NEC DEIS Comments - RECORD #1680 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Robin
Last Name : Todd
Stakeholder Comments/Issues :

Dear EIS Staff,

Please find attached the Howard County Bird Club's letter of opposition to Alternative 3 owing to its impact on Patuxent Research Refuge.

Sincerely,

Robin G. Todd PhD, BCE
President
Howard County Bird Club



Howard County Bird Club

A Chapter of the Maryland Ornithological Society

10174 Green Clover Drive
Ellicott City, MD 21042
totnesman@aol.com

February 15, 2016

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

**SUBJECT: 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:

On behalf of the Howard County Bird Club, I wish to register our strong objection to Alternative 3 in the above-noted EIS.

Alternative 3 would destroy 60 acres of beautiful, woodlands, stream and wetland habitat in the Patuxent Research Refuge (PRR). The PRR is the largest preserved area of wildlife habitat in the rapidly-developing Baltimore-Washington corridor. It was specifically set aside from being developed in order to serve as a refuge for the benefit of wildlife, fish and wild plants. The intent was also that the PRR would be enjoyed by future generations. In the PRR can be found hard-to-find bird species, such as the Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler. In addition, the distinctive call of the chuck-wills-widow, now very uncommon in Maryland, has been heard. In light of these and other species, PRR has been designated as an Important Bird Area (IBA).

Forest fragmentation by roads, power lines, logging and similar activities has been shown to seriously harm woodland bird populations. This is due to the disturbance, increased predation and nest parasitism, which lead to

fewer fledglings being reared. Complete elimination of certain species has occurred. It is worth noting that some of the earliest work on this subject was done at the Patuxent Wildlife Research Center by Maryland's own Chandler Robbins (see his 1979 publication, accessible via the link below*).

But birds are not all that are to be found at PRR. In spring there are the delights of breeding frogs and fragrant wild flowers.

The PRR is open to the public, at no charge, and offers a welcome respite from the suburban stresses of the area as well as the opportunity to enjoy the natural flora and fauna.

The very thought of an expansion of the railroad slashing off 60 acres of the PRR is heart-breaking. It would also create a dangerous precedent for other 'protected' areas.

Please choose one of the less damaging Alternatives (1 or 2) outlined in the EIS.

Yours sincerely,

Robin G. Todd
President
Howard County Bird Club

* <http://digicoll.library.wisc.edu/cgi-bin/EcoNatRes/EcoNatRes-idx?type=article&did=ECONATRES.PP41N03.CROBBINS&id=EcoNatRes.pp41n03&isize=M>

NEC DEIS Comments - RECORD #1042 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Alicia

Last Name : Healey

Stakeholder Comments/Issues :

As a visitor to Old Lyme, the potential plan for the new railroad cutting through the center is extremely disturbing and objectionable.

NEC DEIS Comments - RECORD #650 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Bridget

Last Name : Healy

Stakeholder Comments/Issues :

I do not support alternative 1. It would destroy old Lyme and comes at too great of a cost (old Lyme art Academy, Florence Griswold, historic homes, etc). I am vehemently against it. We must protect our historic towns.

NEC DEIS Comments - RECORD #3029 DETAIL

Status :

Unread

Record Date :

2/16/2016

First Name :

Heather

Last Name :

Stakeholder Comments/Issues :

I would love to see passenger rail service come through Western Mass... specifically Palmer.

NEC DEIS Comments - RECORD #740 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Joanne

Last Name : Heckman

Stakeholder Comments/Issues :

Carol Braegelmann,

The Patuxent Wildlife Refuge is a rare extent of contiguous undeveloped land that is set aside for wildlife. Dividing the land, by a railroad line or any other development, disrupts the ecosystem and diminishes the value of the land for wildlife.

Please protect the integrity of the preserved area and do not allow a rail line to be built inside or through the refuge.

Thank you.

Joanne Heckman

174 Wood Gives Way

Columbia, MD 21044

NEC DEIS Comments - RECORD #911 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Peter

Last Name : Hefler

Stakeholder Comments/Issues :

Good Day, The NEC is a life line for travel from DC to Boston. It is time to really start to upgrade the NEC. I honestly think that it would be a bad move to create a new Corridor, cost would be unbelievable. If the current NEC could be upgraded to 2 and a half hours from BOS to NYC and the same for NYC to DC we would have a corridor that would be close to approaching other rail systems. That should be the goal. Cost of a new corridor would be just too much.

NEC DEIS Comments - RECORD #2001 DETAIL

Status : Action Completed
Record Date : 2/15/2016
First Name : David and Regina
Last Name : Hegarty
Stakeholder Comments/Issues :

Re: EXPANSION OF THE AMTRACK

NORTHEAST CORRIDOR

The proposed cost of this crazy plan is astronomical and that would be so even without the usual cost over runs. You would in addition be laying waste to all the lovely communities in and adjacent to this corridor. HOW DISGUSTING !!!!! My entire family, my neighbors & I are adamantly opposed to this ludicrous, nightmare of a so called plan.

NEC DEIS Comments - RECORD #1773 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : John
Last Name : Hegger
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 #1070 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Aaron

Last Name : Heinsman

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places in Central Maryland along the I-95 corridor, 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,

Aaron Heinsman

Aaron J. Heinsman

[REDACTED] 104 West Madison Street, Unit 4

Baltimore, MD 21201

[REDACTED] (404) 788-7267

[REDACTED] LinkedIn: <http://www.linkedin.com/pub/aaron-heinsman/2/413/96>

NEC DEIS Comments - RECORD #726 DETAIL

Status : ~~Action Completed~~

Record Date : 2/10/2016

First Name : Tom

Last Name : Heiss

Stakeholder Comments/Issues :

My wife and I have both worked in Maine and are now retired in Maine, the way life should be! We so enjoy the Amtrak passenger service that allows us to travel and see this beautiful country from the rail...the same rails that bring freight cars past our house, to and from Canada. It's very affordable on our retirement pay, and allows us to travel to Virginia twice a year to visit our grandchildren...so many railroad stories to share with them! Some day, we can also travel with them by rail! Thank you for funding this American adventure for all of us!

NEC DEIS Comments - RECORD #1560 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Joan
Last Name : Henderson

Stakeholder Comments/Issues :

From what I have read about Alternative 1 of the three high-speed railtrack routes proposed by the Federal Railroad Authority (FRA) in their Northeast Corridor (NEC) Future plan it strikes me as absurd to devastate Old Lyme in order to shave 30 mins from a 6-hour journey.

The impact of a high-speed railtrack through the heart of town would be totally devastating for our community—one which has inspired artists for generations including some of the greatest impressionist painters in American history and one officially designated as a “Last Great Place.” Please consider that damage to the heart of our town, to our historic buildings (many on the National historic Landmarks list or National Historic Register) and to our marshlands would be irreparable.

I do fervently oppose this option.

Joan Henderson, Old Lyme, CT

NEC DEIS Comments - RECORD #1131 DETAIL

Status : Pending

Record Date : 2/12/2016

First Name : Andrew

Last Name : Hendryx

Stakeholder Comments/Issues :

As someone raised in Old Lyme and and a Branford, Ct resident looking to purchase a home in Old Lyme I feel this zoning change will destroy the town and charm of Old Lyme.

NEC DEIS Comments - RECORD #995 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Beverly

Last Name :

Hendryx

Stakeholder Comments/Issues :

Registration of strong opposition to the FRA proposal 'Alternative 1' high-speed rail track routes (NEC) specific to Old Lyme, CT.

I urge the administration to consider the negative ramifications of this proposal. The impact of 'Alternative 1' will directly impact environmental systems, community life, economics and significantly the "Last Great Place" as the home of American Impressionists. In addition this Historic District housed George Washington, General Lafayette, the Underground Railroad, Benjamin Franklin, Roger Tory Peterson (naturalist). This is a minimal reference list of Old Lyme's contribution to American History. The FRA proposal would physically decimate historic sites.

As a proud American I am exercising my Constitutional right to request that you reject the 'Alternative 1' proposal.

Respectfully,

Beverly P. Hendryx

The next speaker is Molly Henry.

MS. HENRY: Hello. I'm Molly Henry and I'm with the East Coast Greenway Alliance. I'm going to read you a letter, and I will submit it electronically instead of giving it to you because this is just a draft.

So East Coast Greenway, we are a 501(c)(3) nonprofit, and we are spearheading development of the East Coast Greenway, which is developing a 2900-mile biking and walking trail linking the major cities along the Eastern Seaboard, from the Canadian border to Key West, Florida. And so our trail actually parallels much of the Northeast Corridor and then some.

So the trails of the East Coast Greenway system are used locally as routes to school and work, for running errands, for recreation and more. The route as a whole is a tourism facility allowing people to explore the U.S. East Coast in an environmentally sustainable manner.

Our supporters prefer to travel by rail with their bicycles when possible. For that reason, we were thrilled when last year Amtrak announced enhanced roll-on/roll-off services for bicycles on some trains between New York City and Miami. We are excited to make comment on the Tier 1 Draft Environment Impact Statement for the Northeast Corridor with an eye on continuing strides toward improved multimodal transportation in the United States.

So in this Environmental Impact Statement we're asking the FRA to require Amtrak to do three things, and one is to adapt an equivalent to Complete Streets, which we are starting to call Complete Corridors, which Bruce mentioned. Specifically we would like for Amtrak to always give proper consideration to sharing their corridors with bike and walk trails, especially when building new bridges over rivers. And so Rails-With-Trails, as Bruce mentioned too, are growing in importance in the U.S. enhancing the development of railroads.

No. 2 is that we would like for continued expansion and enhancement of bicycle roll-on and roll-off services throughout the Northeast Corridor, especially between New York and Boston. This will really allow for that first and last mile connectivity to and from train stations.

Then, lastly, we'd like to see improved bicycle parking, both capacity and security, at the stations which are owned and/or managed by Amtrak and for other stations to work with pertinent parties to improve bicycle parking.

So we thank you for this opportunity to comment, and we look forward to seeing the final Environmental Impact Statement.

HEARING OFFICER SIEGEL: Great. Thanks a lot.

NEC DEIS Comments - RECORD #1305 DETAIL

Status : Unread
Record Date : 2/14/2016
First Name : Aile
Last Name : Hepburn
Stakeholder Comments/Issues :

I am appalled at the proposed route of the new rail through the peaceful town of Old Lyme, Ct. Especially with no input from the community!

NEC DEIS Comments - RECORD #2597 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Paul

Last Name : Herard

Stakeholder Comments/Issues :

I oppose alternative #1 it will destroy the campus and ecosystems in the area. this is unacceptable and should NOT be an option!!!!

NEC DEIS Comments - RECORD #1691 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Laurie
Last Name : Hernandez
Stakeholder Comments/Issues :

We oppose alternate 1!

NEC DEIS Comments - RECORD #1973 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Heather

Last Name : Herold

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 #747 DETAIL

Status :

Action Completed

Record Date :

2/10/2016

First Name :

Paul

Last Name :

Herr

Stakeholder Comments/Issues :

I appreciate the service of Keystone and the Northeast Corridor.

I use it to visit family in Richmond, VA and Hartford, CT

Very good for a 91 year old train buff.

NEC DEIS Comments - RECORD #42 DETAIL

Status : Unread

Record Date : 12/3/2015

First Name : Sumner

Last Name : Herrick

Stakeholder Comments/Issues :

Whatever alternative is chosen, I feel that there needs to be more checked baggage possibilities for stations between BOS and NYP. Senior citizens are not able to handle baggage in all cases. Although many riders are business people with light luggage, this is not true of all of us.

NEC DEIS Comments - RECORD #461 DETAIL

Status : Action Complete

Record Date : 2/1/2016

First Name : David

Last Name : Hess

Stakeholder Comments/Issues :

To whom it may concern,

Alternative 3 would be an unsuitable choice for all Long Islanders, especially neighborhoods where a high speed train will be cutting through people's backyards.

As a homeowner in Garden City I am vehemently opposed to the idea of this train running through our village and effecting residents personally, environmentally and economically.

Residents will have to endure noise and an unsightly addition to our village without our consent. Villagers and especially children will be adversely effected due to the location. Environmentally we will have an increase garbage, noise and local traffic where the tracks will lay. This is among other damaging effects railroads cause This will also adversely effect the value of people's homes where the train will run due to the location of where it will run through Garden City.

There is no place for alternative 3 especially in neighborhoods that value their beauty, history and quality of life it provides. On top of it all it will divide a neighborhood/ community of people due to its location.

Regards,

David Hess

Garden City, Long Island resident

Sent from my iPhone

NEC DEIS Comments - RECORD #2469 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Jessica

Last Name : Hewitt

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 #906 DETAIL

Status : ~~Action Complete~~

Record Date : 2/11/2016

First Name : Mary Lu

Last Name : Hickman

Stakeholder Comments/Issues :

The proposed

The proposal to put a high speed rail through Old Lyme would be devastating economically and esthetically to the entire SE CT area. Historically irreplaceable buildings and sources of beauty and tourism would be destroyed.

NEC DEIS Comments - RECORD #1312 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Linda

Last Name : Hicks

Stakeholder Comments/Issues :

I do not support Alternative # 1

NEC DEIS Comments - RECORD #1121 DETAIL

Status :

Pending

Record Date :

2/12/2016

First Name :

John

Last Name :

Heiser

Stakeholder Comments/Issues :

I think that Alternative 1 for rail improvements thru Connecticut should not be considered! I would split the wonderful old community of Old Lyme in half while destroying it's small commercial area as well as many historic buildings and homes. We should be preserving our historical treasures not destroying them!!!

NEC DEIS Comments - RECORD #370 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : Jennifer

Last Name : Hilger

Stakeholder Comments/Issues :

Unacceptable compromise of historic old Lyme. Completely irreversibly damaging. We will never let it happen.

NEC DEIS Comments - RECORD #1993 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Pauline

Last Name : Hill

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 #2506 DETAIL**Status :**

Action Completed

Record Date :

2/16/2016

First Name :

Raymond

Last Name :

Hill

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. I believe these plans are unacceptable as they would destroy the campus community, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. Other proposed alternatives make far more sense, such as one that would head north along I-91 to Hartford and then on to Providence and Boston, providing much-needed train access to inland areas.

NEC DEIS Comments - RECORD #2343 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Wendolyn

Last Name :

Hill

Stakeholder Comments/Issues :

I would like to voice my opposition to the Route Alternative 1 of the Northeast Corridor plan for the development of a high speed rail system. This route goes right through the center of the beautiful historic and cultural district of Old Lyme, virtually destroying the town. This is an important destination for artists and tourists as well as a thriving community.

NEC DEIS Comments - RECORD #2890 DETAIL

Status : ~~Action Completed~~

Record Date : 2/16/2016

First Name : Taylor

Last Name : Hillman

Stakeholder Comments/Issues :

This location is a historical landmark.

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.



whichever alternate is chosen, Amtrak should be part of a multi-modal system, including active transportation: bicycling and walking. Bicycles should be accommodated on as many trains as possible, and "Rail with Trail" should be installed along the right-of-way to the maximum extent possible. "Piggy-backing" bicycle/pedestrian accommodation on any new bridges should be the default option.

Name: Greg Hinchliffe
Address: [REDACTED]
BALTIMORE, MD 21231
Email: greghinch@ [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 #291 DETAIL

Status :

Action Completed

Record Date :

1/26/2016

First Name :

Charles

Last Name :

Hinckley

Stakeholder Comments/Issues :

As the DEIS and Appendix Maps affect the crossing of the CT river from Old Saybrook to Old Lyme, there are many missing Cultural Resources - museums, a collage, a State Historic District, federal and state historic landmarks, etc. Furthermore, this area is exceeding sensitive regarding T&D species. The Tier 2 action will be very complex in this area that is also very real estate contained.

NEC DEIS Comments - RECORD #1460 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Claudia

Last Name : Hincks

Stakeholder Comments/Issues :

Alternative I Railroad Plan through Old Lyme would negatively affect the downtown business and the historic district in addition to negatively affecting property values of surrounding real estate. This plan is of no value to Old Lyme residents who do not need nor want to access Boston or New York faster. Rebuild the existing RR bridge as was done in Niantic, CT.

NEC DEIS Comments - RECORD #845 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Jan

Last Name :

Hine

Stakeholder Comments/Issues :

I am absolutely horrified at the proposal for high speed trains through the heart - the whole - of this wondrous place. I have lived here for 54 years and raised my family here. The whole community has grown in size but not in character. The residents care deeply about their property, their community, their institutions, their environment ... and the world. I applaud the idea of improving public travel options, having grown up in Europe ... but this is truly a ridiculous proposal. Communities in Europe have been kept intact while efficient public transportation continues to improve. With all the land available in this part of the world surely there are enough creative minds who can design a better solution for Southern Connecticut?

NEC DEIS Comments - RECORD #2054 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Francis

Last Name : Hird

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 #787 DETAIL**Status :** Action Completed**Record Date :** 2/10/2016**First Name :** Michael**Last Name :** Hirsch**Stakeholder Comments/Issues :**

Any rerouting of a highway or railway is going to be met with protests from NIMBYs and existing route stakeholders. We cannot let what was (difficult to maintain, sustain, and upgrade to true high speed trackage) define what will be (an even more successful NEC). Connecticut is a crossroads of startups and residents working in NYC and Boston, doing multiple weekly commutes via Shore Line East and Amtrak. The punishingly slow rail speeds in Connecticut due to 150 year-old rail routes lead people to drive instead of ride. We need to respect small communities but recognize that the NEC needs a routing refresh.

NEC DEIS Comments - RECORD #1681 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Lili

Last Name :

Hishmeh

Stakeholder Comments/Issues :

Do not endanger the refuge by running a rail line through it. I support the Audubon position on this issue.

Sent from my iPhone

NEC DEIS Comments - RECORD #81 DETAIL

Status : Pending
Record Date : 12/21/2015
First Name : Jonathan
Last Name : Hochman
Stakeholder Comments/Issues :

As a frequent Amtrak rider, I have my wish list.

Please focus on reliability and frequency of service. It will be better to fix existing rail lines, bridges and tunnels, eliminate bottlenecks, and add track where needed along existing routes. In particular the Inland Route to Boston should be re-established to increase capacity and provide better service to Central Connecticut, Western Massachusetts and Boston's western suburbs. The Inland Route is only 4 miles longer than the Shoreline Route. An extra few minutes is nothing if the train is reliable and goes right to my destination.

I do not like the extremely expensive options. These are pie in the sky ideas that are purely a distraction from the real, doable alternative. The next step isn't 186 mph service. We need reliable 79 mph service that is consistent and frequent.

NEC DEIS Comments - RECORD #2897 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Benjamin

Last Name : Hodge

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 #1989 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Walter

Last Name : Hoff

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 #2443 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Judy

Last Name : Holder

Stakeholder Comments/Issues :

The old Lyme historic area is very important and irreplaceable , past colony for old Lyme painters and a present draw for artist of today. The Florence Griswold museum a treasure chest of history . Leave it be. I love trains but do not disturb this area.

NEC DEIS Comments - RECORD #1317 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Donald

Last Name :

Holland

Stakeholder Comments/Issues :

I have lived in the shoreline area for almost 60 years. Environmental concerns me the most, however what about infrastructure and how it changes the landscape of the historical Connecticut River Valley? I feel there is much more to learn before anything is brought forward to a vote.

NEC DEIS Comments - RECORD #1433 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Susan

Last Name :

Hollifield

Stakeholder Comments/Issues :

I am greatly opposed to Alternative 1 of the NEC FUTURE plan which would route a rail line through Old Lyme, Connecticut. I know Old Lyme well, as it is my family home and I visit as often as possible.

Old Lyme and the surrounding area is very unique and important ecologically, historically and culturally. Please choose an option other than Alternative 1. Thank you.

NEC DEIS Comments - RECORD #1659 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Alan

Last Name :

Holmes

Stakeholder Comments/Issues :

The impact of this tier 1 plan through Old Lyme , CT would be a tragedy to this town and unacceptable !!

NEC DEIS Comments - RECORD #347 DETAIL

Status : Action Completed

Record Date : 1/28/2016

First Name : Carlton

Last Name : Holmes

Stakeholder Comments/Issues :

Hello!

I am a frequent Amtrackk NEC Rider. I wanted to make a few points in this conversation.

One: The NEC is crucial to the economy of the NEC. It provides transportation for people and creates job opportunities for individuals in from Boston, MA to Richmond, VA.

Second: The NEC should be able easily contribute to the success of the local public transit systems it intersects. This will further the use of the NEC and continue to expand the economy along the NEC.

Third: The NEC should be able to handle traffic on an "Olympic" level. With that statement I mean, that if the Olympics were to arrive in Boston, New York City, Washington DC or Philadelphia, the future of the NEC should be able to accommodate this traffic. Once again this would supplement the support of the local transit systems and benefit the area as a whole.

Thanks for listening!

NEC DEIS Comments - RECORD #2957 DETAIL**Status :** Pending**Record Date :** 2/16/2016**First Name :** Dawn**Last Name :** Holmes**Stakeholder Comments/Issues :**

The destruction of a historic downtown in the small village of Old Lyme, CT is something that future generations will not be able to preserve if a rail system encroaches on a village that has become an anomaly in CT and the nation. The route does not appear to provide a vast relief to traffic congestion nor enhanced ridership for such a route. Please reconsider as many individuals travel to the area annually to experience small town America.

NEC DEIS Comments - RECORD #1372 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Malgorzata

Last Name :

Holszanska

Stakeholder Comments/Issues :

I, a full time resident of the Lyme- Old Lyme community, vehemently oppose Option1 of the proposed high speed Amtrack track. This option would destroy not only the character of our beautiful historical and cultural town, but also the delicate biodiversity of CT River, and it's marshes. It would be very irresponsible decision.

NEC DEIS Comments - RECORD #1373 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Malgorzata

Last Name :

Holszanska

Stakeholder Comments/Issues :

I, a full time resident of the Lyme- Old Lyme community, vehemently oppose Option1 of the proposed high speed Amtrack track. This option would destroy not only the character of our beautiful historical and cultural town, but also the delicate biodiversity of CT River, and it's marshes. It would be very irresponsible decision.

NEC DEIS Comments - RECORD #959 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Linda

Last Name : Holt

Stakeholder Comments/Issues :

I do use the train and recognize the need to upgrade the system.

As a resident of Old Lyme who loves the historic aspects of the town especially the Florence Griswold Museum, a national historic landmark, I feel the current plan will be very destructive to our town. I wonder if enough consideration has been given to this issue.

NEC DEIS Comments - RECORD #534 DETAIL**Status :** Action Completed**Record Date :** 2/3/2016**First Name :** Paul**Last Name :** Holt**Stakeholder Comments/Issues :**

In Old Lyme, I am appalled at the prospect of the rail line being re-routed north of its present corridor to dissect Lyme Street just south of I-95. The report acknowledges that the Old Lyme Historic District is included in the National Register of Historic Places, but it overlooks the fact that the Florence Griswold Museum, which is within 200 yards of the proposed re-routing, is a National historic Landmark that would be irreparably harmed by such a development. Old Lyme is a tranquil and historic village, is a principal seat of American Impressionism, and deserves protection. Further, the proposed re-routing would require a longer railroad bridge than the current one, traversing the Connecticut River diagonally, and a less direct routing to New London. I very much hope that another, more efficient, route can be adopted or the present one be maintained so as to minimize the environmental and cultural damage to Old Lyme. Thank you for your consideration of this matter.

NEC DEIS Comments - RECORD #70 DETAIL

Status :

Pending

Record Date :

12/15/2015

First Name :

Last Name :

Yojimbo5000

Stakeholder Comments/Issues :

I want a rail line to connect Hartford to old saybrook. Rail would follow ct river. With stops in Rocky hill, Cromwell , Middletown , east haddam, for starts.

This would free up daily car traffic, on route 9 , and route 91.

It would also link new haven to Hartford thru the shoreline rail.

I would like to see this happen in my lifetime

Thanks

James honer

Sent from my iPhone

NEC DEIS Comments - RECORD #1969 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Jessica

Last Name : Honigberg

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I strongly 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. This is a vital part of the community.

Thank you.

NEC DEIS Comments - RECORD #1741 DETAIL**Status :** Pending**Record Date :** 2/15/2016**First Name :** Ben**Last Name :** Hood**Stakeholder Comments/Issues :**

Palmer is a planned stop on the Inland Route from Boston to New Haven. Restoring local and regional passenger rail service to our part of Central/Western Massachusetts will extend the benefits of improved transportation from Worcester through Palmer to Springfield, a region that is home to the largest populations of residents and students west of Boston. The NNEIRI plan is ready to go; and we are waiting for it to be implemented to benefit those of us left behind by decades of economic decline and bureaucratic neglect. The East-West route through Palmer will also connect to the Knowledge Corridor line, providing a much-needed regional economic boost to the Pioneer Valley, of which we are part. There is no reason to delay on the NNEIRI plan, since the plan requires only upgrades to existing tracks from Worcester to Springfield. Please fast track passenger rail in an area where it will have a huge impact for a lot of people!

NEC DEIS Comments - RECORD #3032 DETAIL**Status :**

Unread

Record Date :

2/16/2016

First Name :

Karen

Last Name :

Horan-Silva

Stakeholder Comments/Issues :

From what I have read, the changes proposed by one or more of the options for high speed rail service have no respect or regard for the people and places where these rail lines will be built. Would you build a rail line that cut right through the south lawn of the White House? Of course not! Then you should have as much respect for the property that will be impacted by the current proposals. I, for one, am vehemently opposed to the plans as they are currently presented.

NEC DEIS Comments - RECORD #577 DETAIL

Status : Action Completed

Record Date : 2/7/2016

First Name : Jane

Last Name : Horn

Stakeholder Comments/Issues :

I strongly oppose any expansion of Anrak through the Nassau County region involving Stewart Avenue, running through th villages of Floral Park, Garden City and Stewart Manor.

NEC DEIS Comments - RECORD #1547 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Deborah

Last Name : Hornbake

Stakeholder Comments/Issues :

I want to affirm the position to the devastating impacts of the NEC FUTURE proposal to Old Lyme, the region and the nation. Any proposals should be future oriented in all aspects not just economic expediency.

NEC DEIS Comments - RECORD #11 DETAIL

Status :

Action Complete

Record Date :

11/12/2015

First Name :

Matthew

Last Name :

Horowitz

Stakeholder Comments/Issues : I looked at the various alternatives. As a resident of DC, with family in East Brunswick, New Jersey (closest station: New Brunswick; closest Amtrak Station: Metropark), and a sister in Hartford, CT, I support alternative 3.

While I take the train from DC to NJ often, to get to CT I'm forced to drive or fly. Added "inland" service will help reduce traffic and expand economic opportunities.

Attachments :

MatthewHorowitz Original.pdf (1 kb)

NEC DEIS Comments - RECORD #11 DETAIL

Status :

Unread

Record Date :

11/12/2015

First Name :

Matthew

Last Name :

Horowitz

Stakeholder Comments/Issues : I looked at the various alternatives. As a resident of DC, with family in East Brunswick, New Jersey (closest station: New Brunswick; closest Amtrak Station: Metropark), and a sister in Hartford, CT, I support alternative 3.

While I take the train from DC to NJ often, to get to CT I'm forced to drive or fly. Added "inland" service will help reduce traffic and expand economic opportunities.

NEC DEIS Comments - RECORD #2477 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Maria

Last Name :

Horvath

Stakeholder Comments/Issues :

I support the alternative plan. There should be no train going through the campus.

NEC DEIS Comments - RECORD #1351 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Susan

Last Name :

Hosack

Stakeholder Comments/Issues :

I am opposed to ruining the character of Old Lyme for a questionable benefit. Alternatives 2 or 3 are better choices for the future of train transportation in the Northeastern corridor

NEC DEIS Comments - RECORD #2491 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Michael

Last Name : Hoss

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. Old Lyme is such a beautiful town, do not destroy the beauty.

NEC DEIS Comments - RECORD #2841 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Greg

Last Name : Hostetler

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 #392 DETAIL

Status :

Action Completed

Record Date :

1/29/2016

First Name :

Lisa

Last Name :

Houlihan

Stakeholder Comments/Issues :

Please find a way to route this train without destroying the salt marshes and historical village of Old Lyme, Connecticut. It is a beautiful town already bisected by I-95. Its riparian and tidal areas are necessary for wildlife and to buffer the effects of storm surges and for beauty. Though I now live far away, I grew up in Old Lyme and it will always be my home.

NEC DEIS Comments - RECORD #1169 DETAIL

Status :

Record Date : 2/13/2016

First Name : Cathy

Last Name : Howat

Stakeholder Comments/Issues :

Run thr raikroad through Hartford to get to Boston. That way we preserve our coastline and it is a natural, normsI line between NY and Boston. CT is small and people who need to got to these two cities can pickup the train in central CT really easily. Keep the coast rail "scenic" only. I Ri is too tiny to worry about rail destination.

NEC DEIS Comments - RECORD #1234 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Anne

Last Name : Hoy

Stakeholder Comments/Issues :

The cultural institutions, historic churches, and colonial homes of Lyme-Old Lyme, CT, have been our identity since the 1600s--as well as a significant source of our economic vitality. To carelessly destroy our physical heritage--which belongs to all citizens of the state and New England--would be unconscionable. That's what a railroad cut through our shoreline would do. .

NEC DEIS Comments - RECORD #1538 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Laurie

Last Name :

Hoyt

Stakeholder Comments/Issues :

Oppose additional or new high speed railway through the town of Old Lyme. Upgrade existing railway to lesson environmental impact to the CT River, area wetlands, historical sites & buildings, the town of Old Lyme and surrounding lower CT River towns. This area has been designated as a "Last Great Place" worthy of preservation. Please be considerate of these values that the citizens of Old Lyme and surrounding area towns have worked so hard to protect and preserve.

NEC DEIS Comments - RECORD #224 DETAIL

Status : Action Completed

Record Date : 1/21/2016

First Name : A Sarah

Last Name : Hreha

Stakeholder Comments/Issues :

I use a bicycle as my primary form of transportation and strongly urge Amtrak to be more accommodating - the Metro North is a great working model

NEC DEIS Comments - RECORD #1250 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Annette

Last Name :

Hubbard

Stakeholder Comments/Issues :

Please reconsider. Old Lyme is a small town with lots of historic charm. Putting in a high speed railroad will destroy the reason we chose old Lyme as our home.

This will also impact families that will end up with the railroad in their backyards or worse, have to relocate. The businesses that will be affected, schools and museums will have an impact on the entire town. Putting this railroad here is selfish and unnecessary.

NEC DEIS Comments - RECORD #1023 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Sally

Last Name : Huck

Stakeholder Comments/Issues :

I am strongly opposed to the proposed Alternative 1 that will add a rail route through the heart of Old Lyme. The route will affect the town's main area of retail, schools, historic and cultural district, wetlands area, and residential neighborhoods. The impact would be hugely negative to the town and its residents. I believe First Selectwoman's Bonnie Reemsnyder's letter dated January 13, 2016 expresses the same concerns as I do.

NEC DEIS Comments - RECORD #1593 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Derek
Last Name : Hudgins
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240
comment@necfuture.com

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland, a member of the Maryland Ornithological Society, 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 1936 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge

exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Derek Hudgins

Baltimore

NEC DEIS Comments - RECORD #1746 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Aoife
Last Name : Hufford
Stakeholder Comments/Issues :

Hi,

My name is Aoife. I'm a student at the Lyme-Old Lyme High School, which, as I'm sure you are aware, is located at 69 Lyme Street, in Old Lyme, Connecticut. Right where you plan to add a new railroad track. Again, I am a high school student. I'm only 14 - I don't know how you all figure out what you do with the railroad systems, or why. But I think what you're planning is, to put it frankly, utterly ridiculous. I see no point, nor benefit, to building tracks in our town. If you could provide a reasonable explanation for all this, then yes - It would make sense. But I fail to see one. Adding a track wouldn't make any commutes faster or easier, and really that's all you're going for. What else would be the purpose? Perhaps to destroy our local National Historic Landmarks, one of which you plan to bulldoze? Or maybe you think that damaging our wetlands and preserves will be beneficial?

Doing this under 'eminent domain' is a lie as well. In order to use that, you'd have to be benefiting our community. I'd like to see you explain how these railroads will do that.

I can see you have really thought this plan through. The railroads are a great idea - that half an hour you can shave off of commutes definitely makes up for the horrific damage and actions you will complete in building them. Good job! Who needs such important historic monuments? We're destroying them across the country anyway, right? Nothing lost here!

I hope you can continue to come up with these absurd plans to destroy our history, so that you can build your unnecessary train tracks. After all, that's what we really need.

Thanks for all the destruction you plan to bring,
Aoife Hufford

NEC DEIS Comments - RECORD #1721 DETAIL

Status :

~~Pending~~

Record Date :

2/15/2016

First Name :

Eleanor

Last Name :

Hufford

Stakeholder Comments/Issues :

Alternative 1 will cause much environmental harm to one of the last wetlands in New England. Old Lyme is a historical small town and should stay that way for the future. I Strongly Apposed Alternative 1

NEC DEIS Comments - RECORD #1863 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Fiona
Last Name : Hufford
Stakeholder Comments/Issues :

Hi,

I am very upset to hear that you will be tearing down the Lyme Art Academy. My first reason is, how will cars and people be able to get through Lyme Street to get to the main road. When Halloween comes around that will be very dangerous for little children and teenagers to cross the railroad in the dark. My second point, is that many kids have gotten into the art show. For example, I have gotten in since 2nd grade and would like to continue. I am sure that goes for many other artists. Also, there are probably many kids who are interested in attending the Art Academy when they are older. Finally, the railroad is very close to the LOLMS and LOLHS. Therefore, distracting kids from learning. My sister and I, attend the middle school and high school and it will be very annoying to hear the trains go by every other hour. To conclude I think it is very detrimental to the town and community of Lyme-Old-Lyme adding a railroad and tearing down the Lyme Art Academy.

Fiona Hufford, age 11

NEC DEIS Comments - RECORD #1738 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Walter

Last Name : Hufford

Stakeholder Comments/Issues :

Reject the proposed rail line thru Old Lyme - do not destroy one of the finest remaining examples of a New England town

NEC DEIS Comments - RECORD #1672 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

John

Last Name :

Hughes

Stakeholder Comments/Issues :

My preference is for alternative 3 minus the connection from Suffolk County, NY to New Haven, CT.

My second choice would be alternative 2.

NEC DEIS Comments - RECORD #2457 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Leanne
Last Name : Hughes
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."

Shouldn't we protect our students, and the area's that provide them with the opportunity for higher education.

MR. HUMPHRIES: My name is John Humphries. I live here in Hartford, and I'm the organizer for the Connecticut Roundtable on Climate and Jobs. I also serve on the Governor's Council on Climate Change. But I'm speaking as a private citizen and not on behalf of either of those groups.

Recognizing concern for climate change, I tend toward the transformational. We are going to have to move in that direction and radically address and reduce the greenhouse gas emissions in transportation here in Connecticut. Transportation accounts for 40 percent of our greenhouse gas emissions.

I haven't had a chance to study the EIS. I hope that within the Environmental Impact Statement there is an estimation of the reduction in greenhouse gases from the different alternatives.

I also applaud that you've also lifted up in the visuals the job creation aspect, as well as the connectivity to jobs as support for transit-oriented development. I think that it's useful to compare investment in rail service as we look at the price tags with the amount that we're investing in our highway system and recognize that if we are going to meet our climate goals and transform our economy for a clean energy future, we're going to have to increase these kinds of dollars. So thank you.

HEARING OFFICER SIEGEL: Thank you very much. Is there anyone else who would like to make a statement? Okay. Evan; is that right?

NEC DEIS Comments - RECORD #2564 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Terry

Last Name :

Hunt Spak

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 #1402 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Faulkner

Last Name : Hunt

Stakeholder Comments/Issues :

I adamantly oppose Alternative 1. This option not only rips a high-speed hole right through our town of Old Lyme but essentially much of the Connecticut Shoreline as well.

NEC DEIS Comments - RECORD #1946 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Kaitlyn
Last Name : Hunt
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 #1182 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Kelly

Last Name : Hunt

Stakeholder Comments/Issues :

You can't destroy the Florence Griswold Museum and OL Art Academy. I bring my special needs to both places frequently and we all love visiting! Please say no to the train!

NEC DEIS Comments - RECORD #2011 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Sharon

Last Name : Hunter-Putsch

Stakeholder Comments/Issues :

Dear Federal Rail Administration, I oppose aAlternative 1. Of the Northeast Futures proposal because it will destroy the campus of Lyme Academy of Fine Arts of the University of New Haven. I am the former Vice President for Academic Affairs and Dean of the College for 13 years!

NEC DEIS Comments - RECORD #1017 DETAIL

Status : ~~Action Completed~~
Record Date : 2/12/2016
First Name : Loisann
Last Name : Huntley
Stakeholder Comments/Issues :

I am emailing in opposition to the following:

NEC Future's Alternative 1, which is one of four options presented for the Northeast Corridor, would run new tracks from Old Saybrook to Kenyon, R.I. - including right near Interstate 95 in Old Lyme.

I have been a resident of Old Lyme since 1974; my husband's family since the 1660s. John Huntley's family was part of the Loving Parting agreement of 1665. This agreement allowed Lyme to become a separate colony from Saybrook Colony and start a church, which required thirty families. We have members of several of these families still living in the area.

The strength of this town is in its history and dedication to its preservation. The Art Colony at the Florence Griswold home, now Museum, came to be because of this dedication; the American Tonalists and Impressionistic artists came here seeking to paint en plein aire in the Colonial Revival era the town cherished.

I will add Jeff Andersen's comments here:

"The Flo Gris, the Lyme Art Association and the Lyme Academy College of Fine Arts are part of the Old Lyme Historic District, and the district was placed on the National Register of Historic Places as well. The Flo Gris was declared a National Historic Landmark.

Andersen said it was ironic that the Federal Railroad Administration has ignored these supposed protective designations.

Alternative 1, he said, "would replace cultural heritage with an industrial corridor that slices through the heart of the Old Lyme Historic District, irrevocably damaging our community. Appallingly, judging from the maps ... it would destroy, presumably through eminent domain, one of the town's most historic properties, the 1817 John Sill House on the campus of the Lyme Academy College of Fine Arts."

I urge you to reconsider, and reject, NEC Future's Alternative 1.

Sincerely,

Loisann Huntley

NEC DEIS Comments - RECORD #1024 DETAIL

Status : Action Completed
Record Date : 2/12/2016
First Name : William P.
Last Name : Huntley
Stakeholder Comments/Issues :

I am emailing in opposition to the following:

NEC Future's Alternative 1 which is an option presented for the Northeast Corridor that proposes to run new tracks from Old Saybrook to Kenyon, R.I. - including right near Interstate 95 in Old Lyme.

I have been a resident of Old Lyme since 1974 and my family since the 1660s. John Huntley's family was part of the Loving Parting agreement of 1665. This agreement allowed Lyme to become a separate colony from Saybrook Colony and start a church, which required thirty families. We have members of several of these families still living in the area.

The strength of this town is in its history and dedication to its preservation. The Art Colony at the Florence Griswold home, now a Museum, came to be because of this dedication; the American Tonalists and Impressionistic artists came here seeking to paint en plein aire in the Colonial Revival era the town cherished.

I will add Jeff Andersen's comments here:

"The Flo Gris, the Lyme Art Association and the Lyme Academy College of Fine Arts are part of the Old Lyme Historic District, and the district was placed on the National Register of Historic Places as well. The Flo Gris was declared a National Historic Landmark.

Andersen said it was ironic that the Federal Railroad Administration has ignored these supposed protective designations.

Alternative 1, he said, "would replace cultural heritage with an industrial corridor that slices through the heart of the Old Lyme Historic District, irrevocably damaging our community. Appallingly, judging from the maps ... it would destroy, presumably through eminent domain, one of the town's most

historic properties, the 1817 John Sill House on the campus of the Lyme Academy College of Fine Arts."

I urge you to reconsider, and reject, NEC Future's Alternative 1.

Sincerely,

William P. Huntley

NEC DEIS Comments - RECORD #1279 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Patricia

Last Name : Hurley

Stakeholder Comments/Issues :

I strongly oppose the new link through Old Lyme CT on the basis of the impact on the environment and historical value of the community.

NEC DEIS Comments - RECORD #2772 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Elsa

Last Name : Hurst

Stakeholder Comments/Issues :

I have visited friends in Old Lyme many times, and have always been in love with its historic beauty. To slap a railroad through the middle for such little gain time and at such a cost seems to me to be the worst of ventures. As I live outside the US, I cannot formally comment without putting an incorrect post code, so I have used Old Lyme's zip code.

NEC DEIS Comments - RECORD #389 DETAIL

Status : Action Completed

Record Date : 1/29/2016

First Name : Nancy

Last Name : Hutchinson

Stakeholder Comments/Issues :

In response to the "NEC Future" request for public comments on 4 conceptual alternatives described in the Tier 1 Draft EIS in order to further refine these Alternatives with respect to their potential environmental impacts, I am providing the following comments based on the information that has been provided to date. It is my understanding that once the potential environmental impacts are further understood, additional due diligence will be required before these alternatives (or modified versions thereof) will be adequately developed to support meaningful cost estimates and decision criteria to support the selection of any one plan moving forward. Please note, that my comments are specific to the environmental impacts in Connecticut:

1. Of the 4 alternatives proposed, Alternative 2 seems to be the one most worth striving for, if costs can be offset by adequate federal funds: it aligns with efforts to establish a rail system supporting central Connecticut; it provides an alternative rail route through southeastern Connecticut should rising oceans impact the rail route that runs along the coastline in southeastern Connecticut; it should be less costly (both in \$ and overall environmental impacts) than Alternative 3; and, importantly, it would not bisect the heart of the small, historic Town of Old Lyme as would Alternative 1.
2. The proposed path of the new rail segment described in Alternate 1 for CT/RI would have a devastating impact on the Town of Old Lyme because it would run directly through the heart of this small, historic town, and bisect its Historic District. Please note: in the Tier 1 EIS Appendix E.09 Cultural Resources and Historic Properties, the Table on Cultural Resources Data (page 7) INCORRECTLY states that the Environmental Consequences on Old Lyme Historic District are the "same as existing NEC". This is not true: the new rail route as proposed in Alternative 1 would run through the heart of the Old Lyme Historic District and the town center, having significant adverse impacts on historic structures and the character of the town. In contrast, the existing northeast corridor (NEC) has a more southerly route through the Town of Old Lyme and does NOT run through the town center, nor does the existing NEC impact the Old Lyme Historic District. The NEC Future project must avoid the devastating impacts to the Cultural and Historic Properties in the Old Lyme Historic District and the Old Lyme town center that are proposed by Alternative 1.

NEC DEIS Comments - RECORD #1544 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Dwight

Last Name : Hyde

Stakeholder Comments/Issues :

Is there any talk of an 'overhead' rail system. With 'overhead' you will not have need for 'rail crossing' equipment. Car and truck traffic will not be stopping for 'passing through' trains. And a properly designed 'overhead' rail will eliminate track derailment.

NEC DEIS Comments - RECORD #143 DETAIL

Status : Pending
Record Date : 1/12/2016
First Name : Karen
Last Name : Hyers
Stakeholder Comments/Issues :

Good morning;

While I was unable to attend Monday evenings meeting regarding Amtrak's proposed expansion into Philadelphia, I did want to share a brief comment.

I currently work at Market East and travel from NE Philadelphia via SEPTA's regional rail line. I frequently travel to NYC via Amtrak and find it quite cumbersome to have to first travel to 30th Street Station when I am already in a commuting hub here at Market East. It is my opinion that creating a hub at Market East would only enhance the mobility of commuters, allowing more accessibility to NYC, Washington DC, etc. I believe that more area residents would consider commuting on a regular basis for work and leisure if there were more traveling locations available in center city where a large majority of businesses are located. Traveling via 30th Street places a weather, traffic and parking burden on current commuters.

Thank you for allowing me to comment.

Sincerely,
Karen

Karen A. Hyers, MBA, PHR, SHRM-CP
Director of Human Resources
Department of Public Health and
Department of Behavioral Health and
Intellectual disAbilities Services

1101 Market Street

8th Floor

Philadelphia, Pa 19107

215-685-5207

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NEC DEIS Comments - RECORD #2202 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Charlotte

Last Name : Hyland

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 #1996 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Richard
Last Name : Hyland
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 #649 DETAIL

Status :

Action Completed

Record Date :

2/9/2016

First Name :

Bridget

Last Name :

I

Stakeholder Comments/Issues :

I do not support alternative 1. It would destroy old Lyme and comes at too great of a cost (old Lyme art Academy, Florence Griswold, historic homes, etc). I am vehemently against it. We must protect our historic towns.

NEC DEIS Comments - RECORD #2303 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Joseph

Last Name : lerardi

Stakeholder Comments/Issues :

I oppose alternative option 1 because of its negative effect. On old Lyme And UNH.

NEC DEIS Comments - RECORD #1641 DETAIL

Status : Unresd

Record Date : 2/15/2016

First Name : Allison

Last Name : lerna

Stakeholder Comments/Issues :

As a former resident of Old Lyme for over 30 years and growing up on Lyme st, I consider this an absurd proposal. Ruining the integrity of a beautiful town, and endangering its residents.. To save such a small amount of time does not make sense, to destroy so much property.

NEC DEIS Comments - RECORD #1053 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

Carl

Last Name :

Igelbrink

Stakeholder Comments/Issues :

This is to express my strong opposition to the proposed plan.

It is my opinion that:

1. an expenditure of \$60 billion for a 30 minute improvement in service is a gross misuse of taxpayer money and
2. there is an inadequate consideration of the economic costs associated with the proposed spur through the town of Old Lyme, which has a minimal economic base and must rely on its visual appeal to retirees, therefore making it essentially unviable.

I urge you to reconsider this plan.

Carl Igelbrink

NEC DEIS Comments - RECORD #309 DETAIL

Status :

Revision Completed

Record Date :

1/27/2016

First Name :

Steve

Last Name :

Ilardi

Stakeholder Comments/Issues :

I am strongly opposed to the "Alternative 3" version that would be an all-new high speed rail network that would stretch from Floral Park, cuts through the heart of Garden City in a parallel trench along Stewart Avenue, through Eisenhower Park straight into Levittown.

NEC DEIS Comments - RECORD #440 DETAIL

Status : [REDACTED]

Record Date : 1/31/2016

First Name : Peter

Last Name : Immordino

Stakeholder Comments/Issues :

The Town of Old Lyme has many important historical buildings as well as one of the most advanced Congregational Churches, the membership of which includes Lowell Wiechert and many other famous individuals. We think that the plan to run the high speed rail through this town, sacrificing these buildings, would be a mistake.

NEC DEIS Comments - RECORD #581 DETAIL

Status :

Action Complete

Record Date :

2/7/2016

First Name :

Allan

Last Name :

Inglis

Stakeholder Comments/Issues :

It is clear to me that the best alternatives lie between alternative 2 and 3. Much of the traffic on the current lines does not have to be on the current lines. New York to Boston passengers don't care whether they go through New London or Hartford. They just want the best and reliable service. There is more than enough, possibly excessive, service at the current stations at Old Saybrook, New London, Westerly, Kingston, Providence, etc. If we moved some of the trains north between New York and Boston it would take the pressure off the shoreline tracks!

NEC DEIS Comments - RECORD #445 DETAIL

Status :

Action Complete

Record Date :

1/31/2016

First Name :

Allan

Last Name :

Inglis

Stakeholder Comments/Issues :

This will be a complete disaster for our area Old Lyme-Lyme. Why not build a new route for Amtrak 20 miles north or route the rail through Hartford then East to Boston? We are fully developed and all of our towns are exactly the way they were before rails even came through. Why not make the rails move instead of the towns?

NEC DEIS Comments - RECORD #1653 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Nicholas

Last Name :

Inglis

Stakeholder Comments/Issues :

Your numbers are incorrect and you've made assumptions based on those numbers.

Incorrect data from the DEIS Appendix – Alternatives Report (October 2015)

Population:

Providence 970,000

Hartford 1,800,000 (the separate CSA of Springfield is added to the Hartford count)

Employment:

Providence 426,000

Hartford 873,000

Actual U.S. Government data from Census Projections (2014) for Population and Bureau of Labor Statistics (November 2015) for Employment Statistics

Population:

Providence MSA 1,609,000

Hartford CSA 1,214,000

Worcester MSA 931,000

Springfield CSA 629,000

Employment:

Providence 649,000

Hartford 590,400

Springfield 395,000

Worcester 329,000

New Bedford 78,000.

The Northeast Corridor needs to continue serving the Providence Metro area, to bypass it would be a failure in federal planning.

NEC DEIS Comments - RECORD #2742 DETAIL

Status :

Record Date : 2/16/2016

First Name : Amanda

Last Name : L Irions

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:

I am a Maryland resident and I write to strongly oppose using any part of the Patuxent Wildlife Refuge for a rail line on the Northeast Corridor. I live near this beautiful wildlife refuge, so I see firsthand the diversity of flora and fauna on the land. And, more important, as the seasons change, I see the diversity of migrating species that rely on this land for food, shelter, and, most important, sanctuary.

As I understand it, the purpose of a wildlife refuge is to conserve and manage land so that destructive human practices do not entirely spoil the environment for the other millions of species who live alongside us. Running a rail line through land specifically dedicated for conserving already at-risk species would set a dangerous precedent: If the Northeast Corridor is approved, no refuge can be reasonably considered a conservation sanctuary again.

Please do not run a rail line through the Patuxent Wildlife Refuge. Doing so would destroy the largest remaining forest block in this part of Maryland and would set a dangerous precedent for the future of refuges across the United States.

Sincerely,

Amanda L. Irions

NEC DEIS Comments - RECORD #2121 DETAIL

Status :

Author Complete

Record Date : 2/15/2016

First Name : George

Last Name : Haikalis

Stakeholder Comments/Issues :

Please consider the attached comments.

Thanks you.

--

George Haikalis

President

Institute for Rational Urban Mobility, Inc

One Washington Square Village, Suite 5D

New York, NY 10012

(212) 475 3394

geo@irum.org

INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

George Haikalis
President

One Washington Square Village, Suite 5D
New York, NY 10012 212-475-3394
geo@irum.org www.irum.org

February 15, 2016

Comments on USDOT NEC Future Tier 1 EIS Alternatives Report

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing motor vehicle use and improving livability of dense urban places. IRUM has long supported improved high speed rail service in the Boston-Washington Northeast Corridor (NEC), the nation's most important economic engine, and has followed closely the development of alternatives developed by USDOT that are to be considered within the scope of its NEC Programmatic EIS. IRUM submitted comments about the scope on Thursday, August 16, 2012. These comments, together with further explanation, are shown below. IRUM urges that they be given serious consideration in the EIS process.

1. Regularize opportunities for public input

An ongoing program for public input would greatly enhance the nature of planned improvements – both capital investments and operational strategies – that are to be considered in the NEC. It is not too late to create a network of panels of interested citizens who could provide important insights – distinct from Federal Agencies or state lead transit agencies. A good example was the Regional Citizen's Advisory Committee established to provide input for the Access to the Region's Core (ARC) study in the 1990s. This committee met regularly and permitted a number of civic groups and rail advocates to participate in an ongoing manner in the planning process.

2. Make the Penn Station-Grand Central connection the centerpiece of NEC capacity expansion

Constructing this connection and routing NEC trains to serve Manhattan's two main railway stations as they pass through the region makes enormous sense. This connection would be by far the most useful "run-through" service in the entire NEC, greatly improving mobility for the NY-NJ-CT metropolitan area. It would also provide NEC passengers with a suitably ceremonial entrance to the city – Grand Central Terminal. It would ease access for west-of-Hudson commuters to jobs in Manhattan's East Side – the location of the largest concentration of office space in the nation. The connection would also permit many Westchester/Bronx commuters to reach the growing developments in Manhattan's West Side. It would provide new alternatives for motorists who have no option but to use crowded roadways and river crossings in the region. Furthermore, with the connection there would be no need to expand Penn Station to the south -- a costly plan that would require acquiring and demolishing dozens of buildings, displacing thousands of jobs while lengthening the walking time for NEC passengers connecting with the subways. Instead, a plan is needed to make the existing Penn Station work better. Current plans to add more stairways and wider concourses are an important start, but it is essential to

include rail and subway passengers and other interested parties in the planning process. With the connection, Sunnyside Yard would be bypassed, allowing this valuable site to be cleared of most yard tracks, making it more readily developed for affordable housing and served by a long-planned, on-line intermodal transfer station.

Connecting these stations was found feasible in the ARC study. Yet this connection is not mentioned in the NEC report, even though one of the firms that helped to prepare this report was a key firm in the ARC study. Relevant documents developed in the ARC study, prepared at substantial public expense, should be made available to guide the development of future plans. It is important that the Obama Administration, which has championed transparency in the past, insist that full disclosure of these plans be made available as part of the NEC planning process.

3. Explore the Hoboken Alternative as a way to reduce cost and negative environmental impacts

Routing the new Hudson River tunnels by way of the Hoboken/Jersey waterfront businesses district – New Jersey’s largest – would be an important gain for this business center while permitting a convenient transfer with the Hudson-Bergen light rail line. It would also make better use of the existing 3-track Hackensack River Bridge used by the Morristown Line, postponing for many years the need construct the costly and environmentally disruptive replacement of the Portal Bridge. The Hoboken routing would permit a cost-effective “run-through” regional service linking Jersey City/Hoboken with Penn Station and Grand Central. This would allow the NY-NJ-CT metropolitan area to better compete with its global financial rivals which are building cross-city rail lines. Making Hoboken a run-through station permits all remaining rail tracks on the waterfront to be removed, allowing this valuable property to be sold for redevelopment, avoiding costly decking over active rail yards.

4. Include double track connection -- Penn Station-Amtrak West Side Line

Eliminating this single-track tunnel bottleneck permits more Hudson Line trains to shift to Penn Station. This opens the way for much higher levels of regional rail service to serve the Central Bronx, and when combined with integrated fares, allows a significant shift away from the overcrowded Lexington express subway.

5. Add rail freight service elements

With a new Hoboken-Penn Station-Grand Central regional rail trunk line, the existing Amtrak route via Secaucus becomes available for off-peak and weekend operation of high-performance low-profile container trains through Penn Station. This route, engineered to accommodate heavy sleeping car and mail/express trains a century ago, is well suited not only for container trains but for a variety of special purpose freight trains. In the near term, the remaining conventional carload freight operation can be accommodated on an enhanced carload float operation on the existing Jersey City-Brooklyn cross-harbor link. These enhancements will strengthen the case for the long-proposed Cross-Harbor rail freight tunnel. NEC freight and passenger rail planning issues should be considered comprehensively, not in separate institutional silos.

6. Remake commuter rail into “Regional Rail” - with frequent service, integrated fares, and through-running

The USDOT’s report does identify the concept of through-running as an important way to make more efficient use of existing railway stations. However, given the underlying institutional fragmentation of rail service in the NEC, the Federal Government should actively exercise its constitutional authority to regulate interstate commerce, and do much more to bring individual state-led agencies together to develop truly cooperative and mutually beneficial NEC local and regional rail plans. A passenger-friendly, cost-effective integrated regional rail system in the NEC can be put into place without a full merger of all rail institutions. Not only would it ease regional travel, it would permit consolidation of operations and economies of scale in rail car purchases. Achieving these gains will require concerted leadership from Federal and state officials and full cooperation of the often inward-looking rail institutions.

7. Provide one-seat ride service Manhattan - JFK Airport using LIRR Rockaway Beach Branch

The report ignores this issue. Yet, a detailed analysis of “one-seat ride” rail links to JFK, completed by MTA in February 2001, was prepared by one of the firms participating in the current NEC Futures planning effort. Like the ARC study, mentioned earlier, this planning work should be made available to the public.

8. Connect Raritan Valley Line to NEC at Elizabeth, instead of at Hunter, just South of Newark

In May 1963, New Jersey chose to reroute the Raritan Valley regional rail line between Cranford and Newark to permit abandonment of its costly Cross-Hudson passenger ferry service. Several alignment options were considered including a plan to connect the rail line at Elizabeth, NJ with the Pennsylvania (now NEC) mainline. The state chose to connect the line to the lightly-used Lehigh Valley freight line at Aldene, NJ. Since then the consolidation of freight lines in Northeastern NJ has led to a substantial increase in freight traffic on this line. The track connection at Elizabeth should be revisited as an alternative to the costly plan to triple-track the former LV line and to construct a flyover at Hunter, just south of Newark. The Elizabeth connection would provide Raritan Valley regional rail riders a direct link to Newark Airport and to downtown Elizabeth, an important business center and seat of county government.

9. Add selected high speed segments with maximum speed of 168 mph (270 km/h)

If a long enough segment of new alignment can be secured in eastern Connecticut to bypass the sinuous coastal route then a higher top speed becomes feasible. In the meantime, consideration should be given to operating half of the NY-Boston trains by way of the more heavily populated Inland Route serving Hartford, Springfield and Worcester, using high performance dual-powered gas turbine or diesel trains. These trains could continue south of Washington to Richmond and Raleigh.

NEC DEIS Comments - RECORD #752 DETAIL

Status :

Action Complete

Record Date : 2/10/2016

First Name : Kathy

Last Name : Isaacs

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 senior citizen of Maryland, an enthusiastic user of wildlife refuges on both sides of Jug Bay since 1990, 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. My husband and I are long-time birders who enjoy seeing wildlife of all kinds in our own backyard in Pasadena, MD, in refuges in Maryland, and in other states and countries. We appreciate the work our government has done to keep some places relatively wild and appropriate for the plants and animals that live there.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

NEC DEIS Comments - RECORD #29 DETAIL

Status : Action Completed

Record Date : 11/25/2015

First Name : Mark

Last Name : Isaksen

Stakeholder Comments/Issues :

Full support for complete implementation of Alternative 3

Attachments : IsaksenMark_Original.pdf (1 kb)

NEC DEIS Comments - RECORD #2822 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Mary

Last Name :

Isbell

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 #3064 DETAIL

Status : ██████████
Record Date : 2/17/2016
First Name : Alexander
Last Name : Ivanoff
Stakeholder Comments/Issues :

Dear NEC Future Commission,

I apologize for the late email and lack of detail on this, but I was informed that today is the last day to submit comments on the proposal. I am the member of an advocacy organization which is also sending in comments, but I have items I want to address separately.

Having lived in the Northeast my entire life, I understand the challenges that come with a densely populated area and the infrastructure needs with that. Opposition comes in many forms: financial, land use opposition, environmental and others. I utilize Amtrak and regional services for both business and for pleasure.

Of the four proposals (including "disinvestment") Alternative 1 (with some changes) is the one I prefer to see. Cost wise and projected ridership growth have the best balance, with the other two proposals alternatives more expensive with little additional ridership growth.

I have written off Alternative 3 as impractical for the time being. Saying that, Alternative 3 should not be entirely written off, as future growth might necessitate the usage of a dedicated high speed corridor. Also, if the political climate were to change in Washington and would be more friendly towards high speed rail, I would say Alternative 3 should be looked at and built out in phases. However, I see concerns from Alternative 3 being problematic from a land use standpoint, as portions of the right of way would be built through rural and suburban communities which would be highly opposed towards huge construction.

One thing I might add: a low-cost service on the corridor ("no-frills") should be considered. While slower and less comfortable, the fares and unreserved nature would prove popular. For instance, NJ Transit and SEPTA's all local service between Philadelphia and New York is slow, but at less than \$30, it beats the Amtrak walk-up fare, which can be as high as over \$100. Both existing services prove to be lackluster: pay a little and have a slow trip or pay a lot and have a very quick one. New service options is a must, including select service from Grand Central Terminal to Boston, mirroring the existing Metro-North service and based on legacy New Haven Railroad services. That option would prove

NEC DEIS Comments - RECORD #29 DETAIL

Status :

11/25/2015

Record Date :

11/25/2015

First Name :

Mark

Last Name :

Isaksen

Stakeholder Comments/Issues :

Full support for complete implementation of Alternative 3

NEC DEIS Comments - RECORD #2822 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Mary

Last Name :

Isbell

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 #988 DETAIL

Status :

Action Complete

Record Date :

2/11/2016

First Name :

Andrea

Last Name :

Israel

Stakeholder Comments/Issues :

It would be criminal to destroy the town of Old Lyme for the proposed rail extension. This town is a piece of American history that you want to desecrate to shave hardly any time off a trip along the corridor, at an unbelievable cost. But the real cost would be the ruination of an historic hamlet. This must not be allowed. It is a symptom of greed and thoughtlessness and was proffered without any public forum which is in and of itself criminal.

NEC DEIS Comments - RECORD #3064 DETAIL

Status : ██████████
Record Date : 2/17/2016
First Name : Alexander
Last Name : Ivanoff
Stakeholder Comments/Issues :

Dear NEC Future Commission,

I apologize for the late email and lack of detail on this, but I was informed that today is the last day to submit comments on the proposal. I am the member of an advocacy organization which is also sending in comments, but I have items I want to address separately.

Having lived in the Northeast my entire life, I understand the challenges that come with a densely populated area and the infrastructure needs with that. Opposition comes in many forms: financial, land use opposition, environmental and others. I utilize Amtrak and regional services for both business and for pleasure.

Of the four proposals (including "disinvestment") Alternative 1 (with some changes) is the one I prefer to see. Cost wise and projected ridership growth have the best balance, with the other two proposals alternatives more expensive with little additional ridership growth.

I have written off Alternative 3 as impractical for the time being. Saying that, Alternative 3 should not be entirely written off, as future growth might necessitate the usage of a dedicated high speed corridor. Also, if the political climate were to change in Washington and would be more friendly towards high speed rail, I would say Alternative 3 should be looked at and built out in phases. However, I see concerns from Alternative 3 being problematic from a land use standpoint, as portions of the right of way would be built through rural and suburban communities which would be highly opposed towards huge construction.

One thing I might add: a low-cost service on the corridor ("no-frills") should be considered. While slower and less comfortable, the fares and unreserved nature would prove popular. For instance, NJ Transit and SEPTA's all local service between Philadelphia and New York is slow, but at less than \$30, it beats the Amtrak walk-up fare, which can be as high as over \$100. Both existing services prove to be lackluster: pay a little and have a slow trip or pay a lot and have a very quick one. New service options is a must, including select service from Grand Central Terminal to Boston, mirroring the existing Metro-North service and based on legacy New Haven Railroad services. That option would prove

beneficial to riders coming from

The Northeast not only needs to maintain the NEC we have, but make it work better for a changing economy and a population less reliant on the automobile.

Sincerely,

Alexander Ivanoff
Ferndale, NY/Weehawken, NJ

NEC DEIS Comments - RECORD #2323 DETAIL

Status :

Case Complete

Record Date :

2/15/2016

First Name :

Catherine

Last Name :

Jackson

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it would destroy the campus of the Lyme Academy College of Fine Arts of the University of New Haven. There are better alternatives.

NEC DEIS Comments - RECORD #1819 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Charles
Last Name : Jackson

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. My daughter attends there and this may interfere with her education. Please reconsider directing an railroad through their"

NEC DEIS Comments - RECORD #2517 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Katherine

Last Name : Jackson

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 #2105 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

MaryLys

Last Name :

Jackson

Stakeholder Comments/Issues :

This proposal should consider open land, a historic area and should not be allowed. This is not the right answer. Please keep the RR where the tracks are already or build it above 1-95 or within the center islands. Destroy no more lands. Thank you.

NEC DEIS Comments - RECORD #2783 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : M Thomas

Last Name : Jackson

Stakeholder Comments/Issues :

Dear FRA, alternative 1 seems an affront to the aesthetic nature of the Old Lymn area and the Connecticut River estuary. The I-91 industrial corridor would benefit extensively from rail access and so would the rail company. Do the right thing for the Old Lymn area and pick an alternative to #1.

NEC DEIS Comments - RECORD #2484 DETAIL

Status :

Record Date : 2/16/2016

First Name : William

Last Name : Jackson

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."

At this point I'm going to ask Jacob Janzen to come forward and share his comments with us. Jacob?

JACOB JANZEN: I don't know if this is the right time to ask questions, or if I should just make my comments and ask questions later.

RUBY SIEGEL: Yeah, that would be great, if you want to make your comments and ask -- you can ask your questions, but we won't be able to answer them here, but we can certainly answer them after we close the hearing out.

JACOB JANZEN: Okay. I guess I'll ask my questions.

My comment mostly, which is --

RUBY SIEGEL: Jacob, can you hold that microphone just a little bit closer? Is that better?

JACOB JANZEN: Sure. Can you all hear me?

RUBY SIEGEL: Can you hear him okay?

JACOB JANZEN: My public comment mostly is to be in support of the corridor. I'd like to see these things built and built sooner than later. I really support access to city centers and a transportation alternative that can be competitive with other modes.

It seems like there is an emphasis in the alternative study for accessibility to airports. And I would like to see a transportation mode that's competitive with air travel. I don't know why you would ever fly from Dulles to Newark.

And, also, I think at the local level, I'd like to see the silver line out here in D.C. Access to the airport sort of happens naturally on a local level, and I don't know if it's the best idea to have that as part of a federal intercity passenger plan.

And then, also, I'm a little bit confused by the point that was made about ensuring freight rail access. I feel like a lot of the public investment in passenger rail ends up getting sidetracked into freight rail investments anyways. And if the Northeast corridor -- I understand most of those tracks are owned by either Amtrak or Metro or whatever. So, I mean, it's not like people are traveling to port facilities or anything.

I guess that's more along the lines of questions, but thank you.

REBECCA REYES-ALICEA: Thank you.

RUBY SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1495 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Mary

Last Name :

Jacobs

Stakeholder Comments/Issues :

NEC future a Rail Investment plan, we suggest that the consecration and effort be on fixing the ROADS and bridges we have and use to the highest capacity before installing another line, that promises not to be used based on what facts that present a need for this type of rail travel. WE feel that the use of existing rail line are sufficient .

NEC DEIS Comments - RECORD #2139 DETAIL

Status :

unread

Record Date :

2/15/2016

First Name :

Lee

Last Name :

Jacobus

Stakeholder Comments/Issues :

I am totally apposed to the Alternative 1 of the planning of the rail project that will destroy the campus of the Lyme Academy of Art as well as damage the campus of the distinguished Florence Griswold Museum. You must find another path that will cause less destruction to one of Connecticut's most beautiful areas.

NEC DEIS Comments - RECORD #2208 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Claudia

Last Name :

Jacques

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 #1967 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Ali

Last Name : Jafarian

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."

Okay. That's all the people I have signed up. Is there anyone else who would like to make a public statement? Okay. Just make sure you give us your name and, if you have it, an affiliation.

MR. JAMES: Hi. My name is Ryan James. I am a student here at Gateway Community College, and I'm also a rider, Metro North, every day to get to college.

I commute from Fairfield to New Haven, and as I ride the trains every day, more or less, I am able to think about, you know, the train ride as I'm riding along. And I think, although it's a long time away from here, the future travel on the trains, the schedules need to be looked at, because every train from Fairfield to New Haven is always a local. It stops at every station along the way. And although it's convenient to people in other towns, it increases the trip dramatically, because sometimes station stops are longer than others, and driving would be much faster at that point.

Although it's convenient to get to downtown, I think if they were able to have more express trains along the line, you could stop at fewer stations. The ridership would support it, I believe. Trains are crowded enough as they are. I think there is a great deal of possibility they should add that in the future.

Also, I think if they could increase the speed along the current route for the current stations -- I mean, I'm guessing it's around 70 or 75 miles per hour right now -- but if they could increase it to 80 or 90 perhaps just on the current infrastructure and right-of-way, they would also shorten travel times on the current routes. I think a lot of people would benefit from that, and it's a much more realistic option than some of the other proposed alternatives for the future. Thank you.

MS. SIEGEL: Thank you very much, Ryan.

NEC DEIS Comments - RECORD #1345 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Diane

Last Name :

James-Hart

Stakeholder Comments/Issues :

I am a supporter of rail improvements. I consistently support expenditures that favor rail vs other modes of transportation. HOWEVER destroying the historic downtown area of Old Lyme, CT. for the sake of increasing speed of service; is unconscionable. Instead, repair/replace decaying infrastructure. And the fact this this was put into a plan without consulting town officials makes this option even more unbelievable.

NEC DEIS Comments - RECORD #2172 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Amy

Last Name : Jamison

Stakeholder Comments/Issues :

Please do not consider Option #1- the towns that would be affected by the proposed new rail bridge across the Connecticut River are lovely, quaint and historic and would be greatly disfigured by additional train tracks!

NEC DEIS Comments - RECORD #1642 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Bill

Last Name :

Jankowski

Stakeholder Comments/Issues :

I love alternative 1 for southeastern CT. Please speed up the train by moving it to straighter tracks inland.

Joe Courtney is wrong on this one, despite being a decent rep.

NEC DEIS Comments - RECORD #91 DETAIL

Status :

Action Complete

Record Date : 12/25/2015

First Name : Jacob

Last Name : Janzen

Stakeholder Comments/Issues :

I thought I would submit a written comment, so that the things I shared in person at the Washington DC meeting can be included in the record.

It seems like there is an emphasis in the latest round of proposals, on including access to the Philadelphia and Rhode Island airports. I think that passenger rail is capable of competing with air traffic for certain markets, particularly city center to city center. Airport accessibility is a regional issue, and should not be included in a federal passenger rail program.

Also, there was a point made about freight rail access. I think this is also a case of missed priority. The focus for Federal funds should not be on helping privately owned freight rail companies. To whatever extent rail improvements do help the freight companies, I think a deal should be struck with the freight companies so that passenger accessibility is rewarded in exchange for the taxpayer dollars.

NEC DEIS Comments - RECORD #2074 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Kenneth

Last Name :

Jasinski

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 #2670 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Leigh

Last Name : Jason

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 #2918 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Mary
Last Name : Jean Hale

Stakeholder Comments/Issues :

> What is missing in your proposal is any engagement with the people encroached upon by your first proposal for OldLyme, Connecticut. I would like you to list for me just how you discussed these changes with the citizens of that lovely small town. This kind of behavior is just why so many people feel alienated by the government. It's a reality that comes home to roost, when in fact it is the citizens who pay the salaries of your organization. I urge you to rethink this. It is a fact that the rail system is outmoded, but the country has been built up around it, and this is what we are stuck with.

By the way you need to do better that foisting off so called public meetings miles away from those who are impacted as samples of public opinion. Shame on you.

Mary Jean Hale, M.D.
Madison, CT 06443

Sent from my iPad

NEC DEIS Comments - RECORD #2236 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : M
Last Name : Jean-Baptiste
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 #2025 DETAIL

Status :

Revision Complete

Record Date :

2/15/2016

First Name :

Jennifer

Last Name :

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven." Please consider other alternatives that will help the fine arts school and the community.

NEC DEIS Comments - RECORD #2970 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Leslie

Last Name : Jermainne

Stakeholder Comments/Issues :

Please DO NOT proceed with plans to change the railroad bridge tracks over the CT River and through Old Lyme and surrounding towns! This is catastrophic!

NEC DEIS Comments - RECORD #1914 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Jess

Last Name :

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #806 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Suzanne

Last Name : Jette

Stakeholder Comments/Issues :

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 is is that this proposal will significantly alter my livelihood and decimate my community. Moving the Amtrack tracks inland through Old Lyme would have severe social and environmental impacts on our town. These impacts would include the potential for destruction of homes, businesses, and the Old Lyme Historic District (which includes our town hall, schools, library, art galleries,shops,homes,the Florence Gruswold Museum , and the the Lyme Academy of Fine Arts) and it would have significant environmental impacts such as additional pollution and the removal of wetlands, open space, and natural resources. I also cannot ignore the safety issue and concern for young members of our community that this proposal would create by moving the tracks into the "village" area. Many of our school aged children walk from school, meeting their caregivers at the library or other areas along the proposed route. This proposal would take away that feeling of safety that we have here in our community. Therefore I request that the proposed rail changes affecting Old Lyme be removed from Alternative 1 and I urge you to look at other solutions regarding improvements to the Northeast Corridor. Thank You.

NEC DEIS Comments - RECORD #1273 DETAIL

Status : [REDACTED]
Record Date : 2/14/2016
First Name : ANN MARIE
Last Name : JEWETT

Stakeholder Comments/Issues :

I live in the center of Old Lyme and am opposed to Alternative 1. This alternative infringes on many of the historic things that make Old Lyme Old Lyme.

NEC DEIS Comments - RECORD #1501 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Emily

Last Name : Jewett

Stakeholder Comments/Issues :

Please do not destroy this incredible town and community by adding a new line through Old Lyme?

NEC DEIS Comments - RECORD #3070 DETAIL

Status :

Record Date : 2/17/2016

First Name : Antonia

Last Name : Jibilian

Stakeholder Comments/Issues :

Alternative 3 is the best because:

- We are investing in our future
- Our roads are too congested
- Our rail is outdated compared to other industrialized nations
- Our lack of transportation is deterring businesses from coming to this area
- Congestion means we can not enjoy all our seashore has to offer
- Transportation from boston ny philly DC has become very unreliable
- We are a nation of drivers and it's time to reorient to rail bc of population growth. This will take education and offering perks to the consumer
- be sure to treat the rider as a respected customer not a user.

Antonia Jibilian

NEC DEIS Comments - RECORD #2939 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Elaine

Last Name :

Jiseph

Stakeholder Comments/Issues :

It is imperative that this new rail system not interfere with historic landmarks in Old Lyme, including the world famous Lyme Art Academy, of which I am an alumni. Alternate routes should be considered.

NEC DEIS Comments - RECORD #717 DETAIL

Status :

[REDACTED]

Record Date :

2/10/2016

First Name :

Christina

Last Name :

Joelson

Stakeholder Comments/Issues :

I am against the construction of a high speed rail to go throughout Long Island as part of the NEC expansion. This would destroy the long-standing, high-value communities in its path.

NEC DEIS Comments - RECORD #889 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Suzanne

Last Name : Joffray

Stakeholder Comments/Issues :

I can't believe that this plan for the railroad was produced with any understanding of the incredible damage it would do to the Town of Old Lyme and the wetlands and wildlife around the area. We retired to Old Lyme because it was the center of the Connecticut impressionists and has blossomed into a town with an art museum, art college, the oldest art association and a variety of fine galleries. It also is graced by the shoreline and several rivers which are filled with birds and wildlife. Roger Torrey Peterson lived here. An annual gathering of Tree Swallows over the river is a nation event. Please come here and visit this beautiful town, and you will see that destroying it would be a tragedy.

NEC DEIS Comments - RECORD #1979 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Donald

Last Name : Joffray

Stakeholder Comments/Issues :

Do not ruin the historic town of Old Lyme with this plan

NEC DEIS Comments - RECORD #1546 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Abby

Last Name : Johnson

Stakeholder Comments/Issues :

This is ridiculous

Stop

NEC DEIS Comments - RECORD #1620 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Tracey
Last Name : and Amy
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240
comment@necfuture.com

Dear Ms. Braegelmann:

As a citizen of Maryland, a member of the Maryland Ornithological Society, 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 1936 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Amy A. Johnson

Sent from my iPad

NEC DEIS Comments - RECORD #2866 DETAIL

Status :

Record Date : 2/16/2016

First Name : Barbara K.

Last Name : Johnson

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 the members of the Anne Arundel Bird Club (est.1954), we study, enjoy, respect and appreciate the wildlife protected by our National Wildlife Refuges. Members of our club frequently watch and count birds at the Patuxent Wildlife Refuge. We frequent the refuge as individuals and on organized field trips and bird counts. We deeply value it as a sanctuary, especially as we watch the regional habitat available to birds and other wildlife shrink at an alarming rate as human development and population encroaches. As citizen scientists, we are acutely aware that fragmentation of habitat drastically impacts the ability of wildlife to feed and reproduce.

As citizens of Maryland and as lovers of our state's few remaining wild places, we write 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.

Our executive board and members ask you to protect one of the rare remaining safe places for birds and wildlife in our area.

Sincerely,

The Anne Arundel Bird Club
Barbara K. Johnson,
Vice President
410-703-4664

NEC DEIS Comments - RECORD #1181 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Barbara

Last Name :

Johnson

Stakeholder Comments/Issues :

I don't understand why alternative 1 has to go right through the center of Old Lyme totally destroying this historic New England town. It is well known for its art colony and this alternative would annihilate Old Lyme. Why not move the route a little further north to miss the main street.

Thank you

NEC DEIS Comments - RECORD #1107 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

Barbara

Last Name :

Johnston

Stakeholder Comments/Issues :

Over twenty years ago I was very active with the changes made along the NEC & attended many meetings. Then nobody listened to the many items I & others had hoped would be addressed but no one listened ! I do hope this time the NEC FUTURE planning process will hold many meetings in many LOCAL locations as possible & try to address the people's concerns ?????

NEC DEIS Comments - RECORD #1900 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Daena

Last Name :

Johnson

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2581 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Diana Atwood

Last Name :

Johnson

Stakeholder Comments/Issues :

It is important that you hold a hearing in Old Lyme to learn in detail why we oppose a new rail path through the heart of our small town. In addition, you need to explain to us why there has not been a thorough environmental and cultural impact analysis done prior to proposing Alternative 1. Finally, we need an explanation of why the Federal and State Governments gives certain legal protections to significant historical, cultural and environmental sights and then can violate them at will. How can we defend what we have worked so hard to protect and preserve?

NEC DEIS Comments - RECORD #2672 DETAIL

Status :

████████████████████

Record Date :

2/16/2016

First Name :

Diana Atwood

Last Name :

Johnson

Stakeholder Comments/Issues :

Audubon Connecticut's Stewart Hudson has submitted a letter that includes a chart of municipally owned Open Space along the corridor of the NEC EIS proposed alternatives. In addition to those included in the chart, the Town of Old Lyme has three Open Space parcels purchased with State of Connecticut, Nature Conservancy and municipal funds: Champlain North, Champlain South and Ames. These properties can be seen at <http://www.mapgeo.com/OldLymeCT/>. Click on the Open Space layer. In addition, the Town holds a Conservation Easement on a portion of the property of Lyme Academy College, that is directly in the path of the proposed Old Lyme to Kenyon, R.I. Alternative 1.

NEC DEIS Comments - RECORD #2956 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Doris
Last Name : Johnson

Stakeholder Comments/Issues :

I live in Old Lyme. I have heard very little about this proposed rail line going through our beautiful, quaint, historic town. I am outraged at the idea. I watched it on the news tonight and heard that it was supposed to save approximately one half hour for passengers by making a more direct rail line for higher speeds. That is an extremely small amount of time for the amount of damage it would do to so many people, places, and things. I also heard that there was no real consideration given to the environmental impact it would cause. I can't believe that anyone would spend that amount of money to gain one half hour off travel time and disrupt the lifestyle of so many people as well as not having any concerns regarding the ecological damage that would be caused by such an impact on the wildlife that depends on these areas.

I also feel that this proposal has not been highly publicized in an effort to minimize public opposition.

I strongly oppose any such changes to the rail line. This rail line has been in existence for years and people have managed just fine. The amount of money and the destruction that it would cause to make any of the proposed changes is immeasurable.

RUBY SEIGEL: Is there anyone else who would like to make a public comment?

GLENN F. JOHNSTON: I would.

RUBY SEIGEL: All right.

GLENN F. JOHNSTON: Even though I signed up for private

40

RUBY SEIGEL: Oh, that's okay. The private stenographer will be okay with that.

GLENN F. JOHNSTON: Good afternoon, ladies and gentlemen, panel. A lot of -- my name is Glenn F. Johnston. I'm a machinist with Amtrak. I am a union representative for our machinists in the Delaware shops. I'm also a contributor to our news -- our current newsletter is called Delaware Improvement Group, and I've been to a couple of these meetings before.

And some of the information that I read, certain things I cannot agree with. Namely somebody pointed out the fact that to take the line from where it currently runs through Wilmington and then send it to where the freight line runs, it's kind of like counterproductive, because I know -- I work out at the shop, and when a huge storms come up the coast, it floods out.

So -- but yes, there needs to be

41

expansion in certain areas. There needs to be improvements to the infrastructure. Not just the train sets alone, but the catenary, the right-of-way where you need certain switches that you can -- you can run over 80 miles an hour between two parallel tracks. Those sorts of things need to be done at strategic locations, yes.

I'm an ex-New Yorker, so I know about the Hudson tunnels. In fact, when I started working for Amtrak, I was one of the few employees that utilizes it to the hilt. One of my coworkers called me a hobo because I was on the train so much.

But I'm also looking at expanding -- and someone brought it up, about expanding outside of just this small territory. And one part you mentioned, the use of certain train sets. Since this is the concept that we are now going to is the use of a dedicated train set of a certain length.

42

The best options that I saw in there

was, yes, having push/pull trains with locomotives on either end, a set number of cars, say, seven to eight, but capable of running off corridor like New Jersey transit currently has where they run a catenary and switch over to diesel. Amtrak has similar locomotives, which run a third rail and switch over to diesel.

Now with Amtrak itself expanding, especially in Upstate New York where they're now leasing the line that's close to Albany, one of my suggestions would be, you know, in cooperation with Metro North and the state of New York, extend the third rail from where it currently ends in Croton-Harmon up to Rensselaer. That alone will be a cost savings as far as fuelwise.

Yes, fuel is very low right now, but it could also reverse. And as anyone knows, fuel tanks on locomotives are a heck of a lot bigger than what they are in your car or truck.

43

The same thing also for -- and I read this in a book. At one time, the Pennsylvania Railroad was looking to extend the catenary beyond Harrisburg. Now, we're losing a lot of business because we're not service -- we're not serving those communities like Pittsburgh.

And there's still enough right-of-way to talk to -- you know, Norfolk Southern to say, look, you can have two tracks for free and give us two tracks for passenger. And have the same concept where locomotive -- if you don't extend the catenary out to Pittsburgh, at least have a locomotive that you can run on the catenary, switch over to diesel and continue on to Pittsburgh.

And I have family in Virginia. The same thing. The down time between changing engines will be dramatically reduced if all you have to do is just switch over from one mode to another.

And, also -- and I'm sure technology

44

now in the modern railway age, you can have a locomotive that can run on third rail catenary and diesel. The savings would be dramatic. You know, as far as like I said, down time between running where there's electrified territory and where there's not.

I have some other comments, but I'll save those for later. Thank you for listening.

RUBY SEIGEL: Thanks, Glenn.

NEC DEIS Comments - RECORD #43 DETAIL

Status : [REDACTED]
Record Date : 12/4/2015
First Name : Jake
Last Name : Johnson

Stakeholder Comments/Issues :

Hello,

My name is Brady Rider - and I feel a new idea would be updating the paint scheme on your Amfleet I Cars. A new vibrant scheme would be nice for the new Corridor

-Brady Rider

NEC DEIS Comments - RECORD #2938 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Jocelyn
Last Name : Johnson

Stakeholder Comments/Issues :

This plan is unbelievably costly and not well thought out. The impact on communities and wildlife is in no way worth the small amount of time that would be saved by passengers by making a more direct route for trains to go faster. People have been living with this for years and have survived. This idea is tremendously costly in every way to so many people and the state in general. The losses that would be incurred are outrageous compared to the savings of a minute amount of time that would be realized. This is a tremendously poorly thought out idea. It also seems to be something that is trying to be pushed through without letting people really know how it would impact them until it was almost too late to even comment. It would destroy Old Lyme and the historic district as well as many businesses and landmarks. The cost to the environment would be huge as well. The rail system should be left the way it is. The cost is way too great in every area.

There has been a lot of problems with trains going faster too with a rise in accidents.

NEC DEIS Comments - RECORD #3018 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Len

Last Name : Johnson

Stakeholder Comments/Issues :

Too expensive for very little benefit.

NEC DEIS Comments - RECORD #1766 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Michael

Last Name :

Johnson

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1369 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Michele

Last Name :

Johnson

Stakeholder Comments/Issues :

I oppose proposed alternative 1 that will involve changes to the historic character of Old Lyme and hope that other options will be considered.

NEC DEIS Comments - RECORD #2237 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Monica

Last Name : Johnson

Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1162 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Nancy

Last Name :

Johnson

Stakeholder Comments/Issues :

Do not destroy the beauty of our Historical towns. Improve the rail lines already in existence.

NEC DEIS Comments - RECORD #1953 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Rebecca
Last Name : Johnson

Stakeholder Comments/Issues :

I oppose option 1 of the northeast futures project as it will destroy the campus of the Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1648 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Roy

Last Name : Johnson

Stakeholder Comments/Issues :

I strongly oppose the proposed construction running through the center of Old Lyme, CT. This will destroy both businesses and historic sites. you will face a firestorm of opposition if you proceed with this plan.

NEC DEIS Comments - RECORD #606 DETAIL

Status :

Action Complete

Record Date :

2/8/2016

First Name :

Scott

Last Name :

Johnson

Stakeholder Comments/Issues :

As a resident of old Lyme, ct for the past 26 years I have watched this town grow and change ecologicly, culturaly and domestically. However its always been in small ways in order to preserve the way of life other residents have know to love. Old Lyme is one of the most reserved towns in the state for this reason. It takes protein Preserving the culture by strict building regulation. Protecting wildlife that thrives in the rivers, streams and salt marshes. To build this railroad would disrupt this town in so many ways. It would disfigured the towns image and sever it thriving ecosystem. Please vote no on continuation of this project, it simply should not be built

NEC DEIS Comments - RECORD #680 DETAIL

Status : Action Complete
Record Date : 2/10/2016
First Name : Lily
Last Name : Johnson-Ulrich
Stakeholder Comments/Issues :

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. Patuxent Wildlife Refuge is a publicly owned natural resource. The federal laws that established this national wildlife refuge state that this land should not be used for purposes other than conservation. From my point of view, this rail plan violates federal law and is putting the interests of corporations over that of the people. To me, this rail plan has parallels to the armed and illegal occupation of the wildlife refuge in Oregon. Public lands exist for the enjoyment of all US citizens and once established no one has the right to use that land for specific project interests. This rail plan sets a dangerous precedent against the preservation of precious network of wildlife refuges in the US.

Sincerely,
Lily Johnson-Ulrich

NEC DEIS Comments - RECORD #2820 DETAIL**Status :****Action Completed****Record Date :**

2/16/2016

First Name :

Amy

Last Name :

Johnston

Stakeholder Comments/Issues :

I have lived in old Lyme my entire life and am the 4th generation to do so. We have decided to raise our family in the beautiful town because of its quaintness, the historic downtown of Lyme Street without the hustle and bustle. There is so much history in this town examples being the Lyme art academy, the Florence Griswold museum and the many original historic homes in this town make it what it is today as it has been for many generations. This train that is being proposed will ruin all of these qualities that this town has. I strongly oppose this from happening, I would hate for our future generations to not experience the tranquility this town has to offer. Please consider history, and community, that would be ruined forever if this went through.

P R O C E E D I N G S

ON THE RECORD AT 6:07 P.M.

Whereupon,

Glenn F. Johnston

INTERVIEWED as follows:

COURT REPORTER:

This is Judy Grill, the Court Reporter, and today is January 20, 2016. It's Wednesday. The first private hearing for the NEC Conference is happening right now. I am introducing Mr. Glenn J. Johnston, who is an Amtrak employee of twenty-three years. He is offering his individual opinion today. He represents Machinists, A Delaware Improvement Group and let's go ahead with Glenn. You are on the record, go right ahead. You may begin.

PRIVATE HEARING SPEAKER, GLENN F. JOHNSTON:

Sure. My name is Glenn F. Johnston, Machinist with twenty-three years at Amtrak.

I am also a representative of the Machinist Union, Local Lodge 1284. I represent the Machinists that work in the Wilmington Shops.

I'm also part of a Labor/Management called Delaware Improvement Group, where we at Amtrak are trying to bring in work into, the Delaware Shops not just the Wilmington shops but also the Bear shops as well. I am here tonight to show my support for the NEC future, some things I like about it, the preliminary Tier One Environmental Impact Study. Some things I feel need to be addressed, however, or changed entirely. First let me start by saying, me being a railroader and a rail enthusiast. I strongly believe in not just the Northeast Corridor, but the entire rail system as a whole. But being brought up here, I was raised in Brooklyn, NY. I learned to appreciate Public Transportation. However, and I'll go into some of my opinions. First off, before we can transform, we need to maintain what we have. Currently, our Catenary system is antiquated, very antiquated, unlike Europe, where they have constant tension system, even for trolley systems, they use a constant tension system Catenary System. We need to implement that here in order to achieve the higher speeds that we are discussing. Also along with realigning some of the right of way, I can agree with, some of it, I cannot. Because of the fact that it runs through suburban and urban areas. It does not make much sense to an economic standpoint. Me being a resident of Delaware, working in Wilmington, having a realignment that takes the main line further south out of the city, makes no sense. Also for the fact that you are running through what becomes now a flood prone area. But

along those lines I agree there needs to be expansion, not just within the Northeast Corridor itself, where we are under wire, but also outside of the Northeast. More so in areas where there is market growth. Such as Virginia, Upstate New York, New England and even try to get some of the market in the State of Pennsylvania. For this reason, I suggest that although a lot of these major undertakings will take a huge amount of funding, currently right now we can start with, other than maintaining our track and Catenary infrastructure, we can invest in new trains currently. That would be one of the easier ways of improving service in the Northeast Corridor. In the public statement I made, I suggested that we can have train sets with locomotives on both ends operating in push/pull mode like the current Acella does. Having at least seven to eight cars in between, but where the locomotives can run outside of electrified territory, not just Catenary, but also third rail. Currently, New Jersey Transit has dual mode type equipment; dual mode locomotives that run off of Catenary and switch over to diesel. Amtrak and Metro North uses engines which run on third rail and then switch over to third rail as well. Having train sets like this can vastly improve the fluidity and give people more of a one seat travel; meaning, in areas where you have to change engines, you will not have to, such as Washington, D.C., is most notable. But also New Haven, when you head up to Vermont and also we can improve service in Pennsylvania by having more trains run out to Pittsburgh, where people would really like that to happen. Thus, if you run a train from New York, Philly, out to Harrisburg, you can switch over from electric to diesel and continue your trip with very little down time or dwell time in the station. Now, other things that I have read within the information that this organization has provided seems like a lot. I don't know where the funding is going to come from. WE really need to start changing the minds of our elected officials, not just on the federal level but on the state and local level as well. The railroad and even other forms of transportation are important to this country. But I feel that the railroad has always gotten the worst end when it comes to appropriations to maintain the system currently that we have. This needs to change. Other countries look at their rail system as a national necessity, we do not. I appreciate you listening, and I hope to be in contact with you, or someone in your organization be in contact with me in the near future, thank you very much.

We are going off the record at 6:18 p.m.

ON THE RECORD AT 6:21 p.m.

This is Judy Grill, Court Reporter, and same date January 20th, now 6:21 P.M. and we are back on the record with Glenn Johnston, the Amtrak employee of twenty-three years and he has more of a statement to make, so go right ahead Glenn.

PRIVATE HEARING SPEAKER, GLENN F. JOHNSTON:

Thank you Judy. I had additional comments to make, and this pertains to not just to the people who I work with, because we are a heavy rebuild shop for Amtrak. We are only one of two serving the entire country, and basically we do all the heavy rebuild of the equipment used on the Northeast Corridor, both locomotives and cars. If people are looking toward economic recovery, such as putting people back to work, then whatever train sets are decided to be made, my suggestion would be make them hear. We have a defunct car plant, the old GM car plant that is still empty, is not being used for anything, and could be retrofitted to be used to build rail equipment. That alone to retrofit and re-purpose the property, should give you, say, a couple hundred jobs alone. And, also there are nearby steel mills that could make the steel needed, even possibly the stainless steel, there is also a defunct steel mill in Claymont, Delaware, where part of it is a fabrication shop, where part of these train sets could be fabricated and then assembled in the old GM plant. The reason why I bring this up, again, not only do I represent the people who I work with but also I feel that the State of Delaware and local areas such as Maryland and Pennsylvania can benefit from the job growth that can be created from these manufacturing jobs. With that being said, I close again, thank you for listening.

OFF THE RECORD AT 6:24 p.m.

NEC DEIS Comments - RECORD #1566 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Martha
Last Name : Johnston

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

I am writing to oppose Alternate 3 or any proposal to place a rail line in
or proximate to the Patuxent Wildlife Refuge.

That the Office of Environmental Policy and Compliance and other planning
bodies are even considering the destruction of a US wildlife refuge is
beyond reasoning. Patuxent WR and all of our federal refuges are important
to the preservation of habitat and species. Patuxent, in particular, offers
critical acreage to preserve species and conserve resources in a highly
developed region where habitat fragmentation is predominant. The proposed
rail line would damage the ecological integrity of the largest remaining
forest block in central Maryland-recognized by Audubon Maryland-DC (of which
I am a proud member) as an Important Bird Area (IBA) in 2006 because it
provides habitat for several declining bird species.

Wildlife refuges' importance to our common good and our national identity
came into sharp focus during the Malheur standoff. And to think our own
government would even consider destroying Refuge habitat.

Sincerely,

Martha K. Johnston

Martha Johnston

<mailto:marthakjohnston@[REDACTED]> marthakjohnston@[REDACTED]

Baltimore, MD

NEC DEIS Comments - RECORD #429 DETAIL

Status :

Action Completed

Record Date :

1/31/2016

First Name :

Sherry

Last Name :

Johnston

Stakeholder Comments/Issues :

I am toldly against this proposal it will ruin the old town of old Lyme! I am for progress! This is terrible! Give the town a voice against this!

NEC DEIS Comments - RECORD #2359 DETAIL

Status :

Action Completed

Record Date : 2/15/2016

First Name : Todd

Last Name : Jokl

Stakeholder Comments/Issues :

Federal Rail Administration,

I strongly oppose Alternative 1 of the NEC Future proposals. In addition to causing irreversible damage to the CT River Estuary and the town of Old Lyme Historic District, alternative 1 will destroy Lyme Academy College of Fine Arts.

Lyme Academy College of Fine Arts is dedicated to preserving the classical approaches to fine arts education and is one of only a few institutions in the country to do so.

Further, as a citizen of CT residing near New Haven, CT, I feel that Alternative 2 provides the only real benefit to the state and establishes a much needed inland rail service.

Thank you for your time and attention to this matter.

Sincerely,

Todd Jokl

NEC DEIS Comments - RECORD #417 DETAIL

Status :

[REDACTED]

Record Date :

1/30/2016

First Name :

Stephen

Last Name :

Joncus

Stakeholder Comments/Issues :

The existing rail line over the Connecticut River from Old Saybrook is fairly high above the sound and stays pretty high through to New London. In addition we have a brand new bridge in Niantic. Replace the 100 year old bridge over the Connecticut River and think about alternate routes east of New London.

NEC DEIS Comments - RECORD #2794 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Douglas

Last Name : Jones

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2418 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Jacqueline

Last Name : Jones

Stakeholder Comments/Issues :

This would be an abomination and a travesty to put this railway through the historical village of Old Lyme, closing a very special and rare gem of an art college and desicrating the 'sacred ground' American Art history. As an artist and alumni of the college I am deeply apalled that this could even be considered.

NEC DEIS Comments - RECORD #1881 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Sarah

Last Name :

Jones

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2128 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Michael

Last Name :

Jonson

Stakeholder Comments/Issues :

My general comment is to make improvements whenever funding becomes available. Make sure that you advertise whatever improvement you make. I would start between Manhattan and Newark with that old bridge as soon as you can. Otherwise, I thought the report was very thorough.

NEC DEIS Comments - RECORD #1484 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Kathleen

Last Name :

Jose

Stakeholder Comments/Issues :

This alternative 1 would be an absolute disaster for the state of Ct. It would economically, ecologically, and historically destroy one of our proudest communities. Already there is a train line that runs through this town. Certainly another option that is far less destructive can be decided upon!

NEC DEIS Comments - RECORD #1573 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Robert

Last Name :

Jose

Stakeholder Comments/Issues :

I support smart and sensible high speed railroad development in the Northeast, but not at the cost associated with alternative 1 for Old Lyme, Ct.. I have been a resident of Old Lyme for 30 years and came here for many reasons, a number of which would be decimated by this plan.

The Town of Old Lyme is situated on both the Ct. river and Long Island Sound and therefore has extensive environmentally sensitive areas along its western border on the Ct River estuary and Lieutenant River. The town and state have worked and continue to work arduously to protect these areas.

Alternative 1 would change and damage these areas forever, the vistas, landscapes and waterways as we know them would be gone.

In addition, the center of town and business district would be ruined with the rail installation next to I95, right through the center of all activities. The historic district, art museums and schools, the very essence of what Old Lyme is about and known for, would be seriously altered. The shopping on Halls Rd would no longer be as attractive with high speed rail next door.

The town's character as we know it would be changed and damaged forever. The prime motivating factors for people to move to Old Lyme would disappear. The town would suffer untold hardships. I am opposed to Alternative 1. Bob Jose

NEC DEIS Comments - RECORD #2590 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Melanie

Last Name :

Joseph

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2120 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Melissa

Last Name : Joy

Stakeholder Comments/Issues :

I am contacting you to make my opposition known to Alternate 1 proposal. Please count my vote towards the opposition of this proposal

Melissa Joy

Old Lyme resident

Sent from my iPhone

NEC DEIS Comments - RECORD #1252 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Judith

Last Name :

Stakeholder Comments/Issues :

Please revise the plan to have the railroad destroy the Old Lyme historic district! A rail line is already existing and please use it!

Heritage is important even in this high speed age!

NEC DEIS Comments - RECORD #658 DETAIL

Status :

[REDACTED]

Record Date :

2/10/2016

First Name :

Camille

Last Name :

Juliana

Stakeholder Comments/Issues :

Hello,

Please don't put a rail line through the Patuxent Wildlife Refuge. We need to preserve the entire Refuge for the wildlife & for our children.

Thank you, Camille Juliana Rising Sun, Maryland Voter

NEC DEIS Comments - RECORD #707 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Adam

Last Name : Julius

Stakeholder Comments/Issues :

I am fully in support of Alternative 3 to transform the Amtrak system in the northeastern corridor. The problem I have is the cost of the project. I do not want higher taxes to subsidize rail service and the service must be made to generate additional revenue for Amtrak or perhaps a private/public partnership or private rail lines in addition to Amtrak to fund such projects. One must realize there are multiple alternatives to rail and rail tends to work better for shorter haul high speed intracity routes or slower commuter rail where it can compete and alliviate vehicular traffic.

NEC DEIS Comments - RECORD #711 DETAIL

Status :

[REDACTED]

Record Date :

2/10/2016

First Name :

Adam

Last Name :

Julius

Stakeholder Comments/Issues :

I support Alternative 3 as long as profitability can be realized and Amtrak considers private or private/public alternatives and there are no additional taxes or wasteful government spending on such projects.

We need higher speed rail and additional tracks and alleviation of system bottlenecks and modernization of equipment. The problem is rail unlike aviation requires a lot more ground based infrastructure while air just requires point to point based infrastructure and speeds of air are faster. However a lot of people use shorter haul train due to cost, movement of vehicles like Auto train and also because there is no intensive screening by the TSA,

NEC DEIS Comments - RECORD #2631 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Rachel

Last Name : Junga

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1123 DETAIL**Status :**

[REDACTED]

Record Date :

2/12/2016

First Name :

Rachael

Last Name :

Jungkeit

Stakeholder Comments/Issues :

I live in Old Lyme, and while I think replacing the CT River Bridge is a safe and sensible idea, I think that building or rerouting the tracks and ripping up parts of these Shoreline towns is thoughtless. Literally. As in requires more thought. How about investing money in a train to Hartford? I can already catch trains up and down the Northeast corridor. And the reason I personally don't do it more often is not because of a slow or inefficient train system. It is because the cost is ridiculously high, and it ends up more cost efficient for me to take my car. Please put more thought into an effective rail system that actually meets the mass transport needs of more people.

NEC DEIS Comments - RECORD #1233 DETAIL**Status :**

Pending

Record Date :

2/14/2016

First Name :

Steven

Last Name :

Jungkeit

Stakeholder Comments/Issues :

While I, along with many in the community of Old Lyme, support the expansion of high speed rail, to do so by destroying towns and village with historical significance, is painful to consider. One of the versions of the plan cuts directly through the center of Old Lyme, and it would simply destroy properties, grounds, and ecological areas that make this town beautiful, and unique. Please consider a less destructive alternative. This would amount to an act of vandalism on a massive scale. I hope those responsible for this planning will move to avoid the upheaval the current plan projects.

NEC DEIS Comments - RECORD #2727 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Yue

Last Name : Junyao

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1048 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : Linda

Last Name : Just

Stakeholder Comments/Issues :

Please be aware that I am strongly opposed to Alternate 3 in your rail plan. This act would be detrimental to the valuable wildlife habitat, in a region where destructive development has already taken a toll on our natural resources. This natural gem is recognized by the Audubon Maryland-D.C. as an important bird area (IBA), providing critical habitat for declining bird species such as Whip-poor-will, Wood Thrush, Kentucky Warbler, Prairie Warbler and others. The Patuxent Research Refuge was founded in 1973 for the SOLE PURPOSE OF UPHOLDING THE MIGRATORY BIRD SPECIES ACT. Destroying this habitat would go against the purpose for which the refuge was established!

Furthermore, bulldozing through, even a section of the area, would disturb the contiguous habitat birds and wildlife need to survive. Allowing this irresponsible proposal to continue would be an assault to the natural habitat and would set a dangerous precedent. Please choose an alternate route that would not destroy this national treasure.

Sincerely,

Linda Just

Colora, Md

ljustrn@[REDACTED]

NEC DEIS Comments - RECORD #2515 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Milton

Last Name :

Kahl

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1421 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Amy

Last Name : Kahn

Stakeholder Comments/Issues :

I oppose Tier 1 Draft Environmental Statement. This would kill the beauty, economy and citizens of this historic area.

NEC DEIS Comments - RECORD #605 DETAIL

Status : Action Completed

Record Date : 2/8/2016

First Name : E.J.

Last Name : Kalafarski

Stakeholder Comments/Issues :

As an NEC commuter between New York and Washington, I enthusiastically support the transformative Alternative 3. We have the technology; it's time to make the investment in high-speed rail.

NEC DEIS Comments - RECORD #2362 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Brooke

Last Name : Kammrath

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #532 DETAIL

Status : Not Completed
Record Date : 2/3/2016
First Name : Tharindu M Premalal
Last Name : Kankanam Kapuge

Stakeholder Comments/Issues :

As a UCONN Student ,this seems to be a wonderful proposal.This will connect an isolated giant to outside world.However, the scenic beauty of this tiny community should not be destroyed.UCONN is a one pack community with huge values in it.So the opening of this community to outside world should be done very carefully for the sake of students protection.

NEC DEIS Comments - RECORD #821 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Ralph

Last Name : Kantrowitz

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild
places I am writing this letter in opposition to Alternate 3 in your rail
plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge
including pristine stream, wetland, riparian and forest habitats, critical
to a number of at-risk bird species. It would destroy this valuable wildlife
habitat in a region of Maryland where development has taken an immense toll
on natural resources, and in so doing would damage the ecological integrity
of the largest remaining forest block in central Maryland-also recognized by
Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it
provides habitat for several declining bird species, including Eastern
whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the
purpose of upholding and promulgating the Migratory Bird Conservation Act.
The Act was passed to more effectively meet the U.S. migratory bird treaty
obligations through the acquisition of land and water for the perpetual
preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource
at the Patuxent Research Refuge would set a dangerous precedent for the
country's most beautiful and biologically diverse landscapes. Feasible and
less destructive alternatives to incising a wildlife refuge exist. Please
choose an alternate that does not disturb a national treasure.

You should also be taking into account the lifetime of the NEC infrastructure near shorelines and wetlands. A rise in sea-level due to global warming will lead to higher groundwater levels in the future. This will increase costs for maintaining the NEC infrastructure. Without birds to spread the seeds for vegetation, the wetlands will lose their vegetation and become even more prone to flooding and soil slump which in turn will lead to higher maintenance costs.

Sincerely yours,

Ralph Kantrowitz



Gaithersburg, MD 20878

NEC DEIS Comments - RECORD #2394 DETAIL

Status :

Record Date : 2/15/2016

First Name : Stan

Last Name : Kapinos

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2536 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Bijan

Last Name :

Karimi

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1102 DETAIL

Status : [REDACTED]
Record Date : 2/12/2016
First Name : Marguerita
Last Name : Karpenski
Stakeholder Comments/Issues :

Dear Congressman Joe Courtney,

It is a wonderful idea to have trains added for transportation in the North eastern part of Connecticut. We used to have trains to go to Boston Worcester, Webster, Mass and the train would stop in Putnam, we had many people that used the trains. On August 19, 1955, We became homeless, my husband with our 5 month old baby lost every thing and one of the things we in Putnam lost our train service. Now I am an 86 year old widow and have no car or transportation to make plans to visit my family. I have had my share of illness and walking is not always easy for me, but I could manage to be on a train. Taxi service is fine but very costly and the Community bus is limited with time schedules. I noticed the illustration was more along the coast line. If only Putnam could have train service from Boston to Worcester added to the plans as well. Putnam needs Train service.

Thank you for allowing me to share my opinion.

Marguerita Karpenski

NEC DEIS Comments - RECORD #1932 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Elizabeth
Last Name : Karter

Stakeholder Comments/Issues :

ALternative 1 that would run through the heart of the small town of Old Lyme CT would destroy our town. It would be much easier to run the tracks around the town farther north.

NEC DEIS Comments - RECORD #2027 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Diane

Last Name : Kasliw

Stakeholder Comments/Issues :

I am totally opposed to the plan to build a rail line through historic Old Lyme. This would be like running a train line through Wiklismsburg, VA. Old Lyme is extremely historic and relevant to American art history. Please do not do this!

NEC DEIS Comments - RECORD #2726 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Kathleen

Last Name :

Kasmin

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1055 DETAIL

Status : Not Complete

Record Date : 2/12/2016

First Name : Susan

Last Name : Kassell

Stakeholder Comments/Issues :

Under a draft proposal for a new rail line on the Northeast Corridor (NEC) from Baltimore to Washington, DC, federal transportation planners are considering a proposal that would slice through 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species.

The scheme would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) because it provides critical habitat for several declining bird species.

The laws that established National Wildlife Refuges state that the land should not be used for purposes other than conservation. Any loss of Refuge land to a transportation corridor would set a disturbing precedent for our country's precious network of wildlife refuges.

Susan Kassell
Potomac, MD

NEC DEIS Comments - RECORD #855 DETAIL

Status : Action Completed
Record Date : 2/11/2016
First Name : Pauline
Last Name : Katauskas
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)
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,

Pauline Katauskas USN(Ret.)

~~92 Broadview Blvd. North~~

Glen Burnie, MD 21061-1908

NEC DEIS Comments - RECORD #1333 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Katherine

Last Name :

Stakeholder Comments/Issues :

Upgrades to the system is a good idea. However, more thought and time should be a requirement, especially when it impacts a historic community to such an extent.

NEC DEIS Comments - RECORD #1332 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Alan

Last Name :

Stakeholder Comments/Issues :

Alternative One would destroy a uniquely beautiful, historic town and the birthplace of American Impressionism. Please find another way to achieve the rail.

NEC DEIS Comments - RECORD #76 DETAIL

Status : PENDING
Record Date : 12/17/2015
First Name : david
Last Name : kaufman
Stakeholder Comments/Issues :

As a commuter whose NJ Transit trains are late at least 2X per week, Alternative 3 is the only option. Europe's trains are super fast and comfortable. "America's Railroad" pales in comparison to the Eurostar, for example. It's a shame that USA has let their infrastructure "rot" as the result of neglect and lack of political will for long-term planning. The English channel rail tunnel would never have been built in the US due to special interests. Federal Gov't has enough money for these unlimited wars but not infrastructure? That is insane.

NEC DEIS Comments - RECORD #2522 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Kathy

Last Name :

Kautz

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven and because it would endanger federally protected areas of the Connecticut River estuary.

NEC DEIS Comments - RECORD #208 DETAIL

Status : Pending

Record Date : 1/21/2016

First Name : Myron

Last Name : Kavalgian

Stakeholder Comments/Issues :

How come I am just hearing about this today(1/20/16) and the session in Hartford wasn't publicized so I missed the meeting. Will there be another one scheduled in Connecticut? I feel like you all are trying to put something over on us taxpayers?

NEC DEIS Comments - RECORD #2516 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Lisa

Last Name :

Keeley

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven!

NEC DEIS Comments - RECORD #2111 DETAIL

Status :

1/17/2016

Record Date :

2/15/2016

First Name :

Pamela

Last Name :

Keenan

Stakeholder Comments/Issues :

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #361 DETAIL

Status :

Action Completed

Record Date : 1/28/2016

First Name : John

Last Name : Keene

Stakeholder Comments/Issues :

The Northeast Corridor is recognized as increasingly critical to the provision of passenger transportation services throughout the region. In addition, its infrastructure is in critical need of repair, replacement and expansion to insure reliability and meet current demands of intercity and commuter rail services. Any alternatives implemented beyond these goals will benefit the entire region economically and will provide varying degrees of redundancy to the transportation system.

One critical constraint of the current alternatives study are the study boundaries. Current transportation challenges require that the southern boundary of the study area should extend at least as far south as Richmond, VA and a North Station/South Station link in Boston would allow expansion north into New Hampshire and southern Maine as well.

The main thrust of my comment is to urge that all planning for current repairs and expansion scenarios encompass multimodal access to the fullest extent possible. Pedestrians and bicyclists, as well as bus, light rail and heavy rail transit users and private automobiles, should all have easy access to and required support facilities for Corridor rail services. The Corridor study should adopt a policy similar to Complete Street guidelines which outline the multiple ways all user groups can be accommodated on public streets in an equitable manner.

For Corridor rail services, this should include short distance ADA-accessible station entrances for pedestrians, cyclists and transit users, convenient parking designed to accommodate growth in demand, bike lockers, and appropriately-sized covered waiting areas. High level platforms should be provided to speed boarding and allow roll on/roll off availability for bicyclists. New stations should be located where reasonably direct access to regional roadways, transit routes, multi-use trails and sidewalks is possible. Where such amenities are not currently found, sufficient right of way along station access routes should be provided to allow for the future addition of other modes of access. A notable example of such missed opportunities is the Newark Airport station which serves only the airport while being adjacent to highways in the southern Newark suburbs and the East Coast Greenway.

Trains themselves need to be designed with in-car bicycle racks to allow cyclists to utilize all stations, not merely those that provide checked baggage service. This should also shorten stations stops by eliminating the need for passengers to make their way to the baggage car.

Finally, the Corridor study should embrace opportunities to co-locate bicycle trails within the Corridor's right of way, which has been successfully accomplished in Newark, DE and elsewhere. This is especially important at certain bridge locations, such as the Susquehanna River at Havre de Grace/Perryville, MD where the Maine-to-Florida East Coast Greenway has no available structure to cross this water barrier. By increasing accessibility, future Corridor improvements will lead to an increasing traffic base, enhanced revenues and most importantly improved utility for the citizens of the Northeast region which it is designed to serve.

NEC DEIS Comments - RECORD #2781 DETAIL

Status :

~~Action Completed~~

Record Date :

2/16/2016

First Name :

Patricia

Last Name :

Kehoe

Stakeholder Comments/Issues :

This project will have a negative impact on the residential Milford shoreline and adversely impact the beautiful and historic Charles Island, intrude on beachfront, affect the fish and wildlife and cramp this already dense open public space. Why put it smack in the middle of private and public beach property - Why not move to New Haven shoreline where commercial space is available along with a link to the New Haven station and AMTRACK - which Milford does not offer. Or why not move South to Westport or Norwalk. The Milford infrastructure is not ready for this. Finally, why is this so secretive, why have the local Milford authorities not been alerted or included in this decision to date?

Silver Sands state park.

NEC DEIS Comments - RECORD #2782 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Joseph

Last Name :

Puzone

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.



Whatever alternative/no
action taken, the bulldozer
should consider passenger comfort
and intermodal options especially
in regions of the NEC
~~that~~ ^{where passengers} are incapable of
transitioning to better job access
and require the capacity to gain
better job outlets

Name: Jay Kei.
Address: ~~2669 Frederick Avenue~~
Baltimore, Maryland 21223-
Email: ~~JAY~~ JAYKEI@~~mail.com~~

2807



NEC FUTURE
U.S. DOT, Federal Railroad
Administration
One Bowling Green, Suite 429
New York, NY 10004

Place
Stamp
Here



Comment Card

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at www.necfuture.com or via email to comment@necfuture.com.

Thank you for your interest and input!

NEC DEIS Comments - RECORD #2689 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Carol

Last Name : Kelleher

Stakeholder Comments/Issues :

I think the drawbacks vastly outweigh the benefits. Please abandon this idea of high speed rails in CT

NEC DEIS Comments - RECORD #1557 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Joan

Last Name : Kelley

Stakeholder Comments/Issues :

We oppose Alternative 1 role of rail service through Old Lyme, CT.

We would prefer Alternative 2 GROWS the role of rail with service to new markets and accommodates a greater portion of the population.

Joan Kelley & Roy Lake

810 Beaver Brook Road

Lyme, CT 06371

joan.kelley06@gmail.com

NEC DEIS Comments - RECORD #1463 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Mike

Last Name :

Kelley

Stakeholder Comments/Issues :

The first step is to either eliminate or reformulate AMTRAK...The current organization is incompetent, uncooperative and obstructive. Cost of current AMTRAK use is prohibitive. Alternative 2 would broaden access for consumers.

NEC DEIS Comments - RECORD #79 DETAIL

Status : Pending
Record Date : 12/19/2015
First Name : Shannon
Last Name : Kelley

Stakeholder Comments/Issues :

NO. 1 - RI has a new major depot in which amtrak declined to participate - dumbest decision ever. now we should let you do this?

2 - we had tracks between RI & CT which have been ripped up & are not a fantastic bike path. doesn't seem like much of a need there.

3 - the last remaining little bits of true wilderness left in the state are right along the proposed route and need to be left completely untouched.

4 - we need to work towards green energy instead of ruining wild areas & putting more pollution machines (trains) out there. put money towards green buses instead & there will be enough transportation for everyone. there is no need specific to trains that can't be met by buses.

NEC DEIS Comments - RECORD #424 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Beth

Last Name : Kelly

Stakeholder Comments/Issues :

no!!!

What a crazy idea when the train already has usable track that creates the prettiest ride from old saybrook to providence ri.

It would be devastating to old lyme

NEC DEIS Comments - RECORD #3016 DETAIL

Status : Unread
Record Date : 2/16/2016
First Name : James
Last Name : Kelly
Stakeholder Comments/Issues :

Considering that the plan to have a tunnel to Connecticut would have a terrible ecological and economical impact, and that this plan would have the system bypass the upmarket areas of Westchester and Fairfield counties, it would seem that this would be the least favorable of the options, especially to the people of the town that would have the terminus of the tunnel. Further, any plan that would basically decimate the historical or economic sections of any town should be immediately dropped as this would destroy much needed areas that can never be replaced.

Rail travel in the United States will never be as popular (or as necessary) as it is in Europe for numerous reasons, including the facts that auto insurance is less expensive here, gas is cheaper, and Americans cars and roads are more suitable for longer travel. Spending this money on a project that most likely won't save the rail travel industry seems ludicrous, when this money can obviously be used for more logical projects.

NEC DEIS Comments - RECORD #1213 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Joseph

Last Name :

Kelly

Stakeholder Comments/Issues :

I am opposed to Alternative 1 as it would destroy the Town of Old Lyme. Our Historic District and business district are important to the continued success of this community and that plan would ruin the town and future property values.

NEC DEIS Comments - RECORD #2589 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

John

Last Name :

Kelly

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because development along the coastline is bad environmental policy. Building new tracks in environmentally sensitive regions such as our coastal marshes will impact migrating birds and further damage our already imperiled diadromous fish species (alewife, blueback herring, eels, etc.). Further, this plan will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I would rather see rail service extended along the I-91 corridor and, if expansion along the coast is necessary, the lines run through less critical habitat.

NEC DEIS Comments - RECORD #2775 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Patrick

Last Name :

Kelly

Stakeholder Comments/Issues :

Please do not have any sort of tunnel come from Ling Island, NY to Milford, CT. It would destroy our city and its ecosystem. With so many nice beaches right on the sound, it would all be lost if a tunnel was put in there. Everything our is and stands for is against this plan. Please do not do this for our sake and the sake of our future

NEC DEIS Comments - RECORD #1429 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Lisa

Last Name : Kennally

Stakeholder Comments/Issues :

Please do not opt for Option 1. Old Lyme is a beautiful, residential, historic area. Thank you.

NEC DEIS Comments - RECORD #2688 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : M. Elizabeth

Last Name : Kennard

Stakeholder Comments/Issues :

I am totally against any tunnel disrupting Long Island Sound environmentally. The fragile ecosystem was irreparably damaged by a gas pipeline in the recent decades.

Also, choosing Milford as the terminus seems quite flawed. The city infrastructure could not support additional. The lack of openness regarding this project is APPALLING.

*

NEC DEIS Comments - RECORD #741 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Jerry and Elizabeth Kennedy
Last Name : Kennedy

Stakeholder Comments/Issues :

We would like to take this opportunity to voice our objections specifically to Alternative 3 of the NEC Future Plan. Running a high speed 220MPH track down the middle of Long Island would be of little use to the local population and would destroy the communities in its proposed path. This plan would destroy the fabric of one of the most densely populated and beautiful areas of our country.

Apparently, the intent is to provide a short cut to Boston from Washington D.C. by running a high speed 220MPH track through Garden City and straight down the Stewart Avenue Mall. Our Garden City Village is a wonderful example of a planned community and The Stewart Ave Mall is a major feature of the thoughtful planning and architecture present throughout our village. This NEC Future Plan is truly insensitive and not in any way beneficial to the local Garden City village and greater Long Island residents. Implementing this NEC Future Plan would be our local small town equivalent to running a high speed track down the Washington Mall, through the Lincoln Memorial and Arlington National Cemetery.

We would like to formally register our opposition to this bizarre plan.

Sincerely,

Elizabeth and Jerry Kennedy

14 St James Street South

Garden City, NY 11530

NEC DEIS Comments - RECORD #742 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Kennie
Last Name :
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

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,

NEC DEIS Comments - RECORD #330 DETAIL

Status :

[REDACTED]

Record Date : 1/27/2016

First Name : Janet

Last Name : Kenny

Stakeholder Comments/Issues :

We are vehemently opposed to the proposal for a high speed train, especially Alternative 3 , as presented. Amtrak now cannot run without subsidies & yet you want to spend billions of taxpayer's money on a continuously losing proposition that would irrevocably change Long Island & not for the better.

Additionally we find the lack of multiple public hearings on this huge project objectionable.

Robert & Janet Kenny

Sent from my iPad

NEC DEIS Comments - RECORD #1745 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Margaret

Last Name :

Kenny

Stakeholder Comments/Issues :

I am totally opposed to Alternative 1 as it would destroy the environment of our beautiful, small, historic town.

NEC DEIS Comments - RECORD #940 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : E.

Last Name : Kent

Stakeholder Comments/Issues :

I do not support the high speed rail through the Old Lyme Historic District. Our beautiful towns need preservation!

NEC DEIS Comments - RECORD #1743 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Bruce

Last Name : Kenyon

Stakeholder Comments/Issues :

While an additional track between Old Saybrook and Kenyon RI may be appropriate to help relieve congestion, we strongly object to a route which would impact the historic district of Old Lyme. This town is a New England treasure which should not be "run over" by a railroad.

NEC DEIS Comments - RECORD #295 DETAIL

Status : Action Completed

Record Date : 1/26/2016

First Name : Cissie

Last Name : Keogh

Stakeholder Comments/Issues :

This plan will ruin our beautiful town, I am totally against this change.

NEC DEIS Comments - RECORD #1002 DETAIL

Status : ~~Action Completed~~

Record Date : 2/11/2016

First Name : Thomas F.

Last Name : Keogh

Stakeholder Comments/Issues :

Please take Alternative 1 off the table. It will destroy our beautiful town.

NEC DEIS Comments - RECORD #854 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Christopher W.

Last Name : Kerr

Stakeholder Comments/Issues :

I am just voicing my opposition of the "Alternate !" plan for the new rail system through the town of Old Lyme
Christopher W. Kerr18-1 Dunns InOld Lyme, Ct 06371

NEC DEIS Comments - RECORD #2192 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Samantha
Last Name : Kiely
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1625 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Tom
Last Name : Kimbis
Stakeholder Comments/Issues :

Carol,
As a long time Marylander, attorney, and lover of all things the Old Line State has in perpetuity for my children and theirs, please consider the arguments below. I am a strong believer in mass transit and commerce, but not at the cost of that which we can't ever reclaim.
Tom

Tom Kimbis
N Potomac, MD
St Michaels, MD
tom.kimbis@[REDACTED]

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

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,

Thomas P. Kimbis, Esq.

NEC DEIS Comments - RECORD #1515 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Deborah

Last Name : Kindel

Stakeholder Comments/Issues :

The new railway alternative #1 will destroy the charm of Old Lyme. The government has already ploughed through the southeastern Connecticut shoreline with the existing railway and I-95, obscuring the beautiful water views and splitting towns and cities. Try going further inland if you must, but stop destroying the natural and historic blessings of the Connecticut shoreline.

NEC DEIS Comments - RECORD #2716 DETAIL

Status :

Unread

Record Date :

2/16/2016

First Name :

Amanda

Last Name :

King

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Thank you.

NEC DEIS Comments - RECORD #2319 DETAIL

Status :

~~Review Completed~~

Record Date :

2/15/2016

First Name :

Connie

Last Name :

Kirk

Stakeholder Comments/Issues :

Please do not do anything that would hamper the work of Lyme Academy it has been an essential unique part of many artists. It would a pity to loose such a gem.

NEC DEIS Comments - RECORD #218 DETAIL

Status : ~~Action Completed~~
Record Date : 1/21/2016
First Name : Brice
Last Name : Kirkendall-Rodriguez
Stakeholder Comments/Issues :

The NEC is already best situated for a dominant rail solution. If coupled with a green source of power this would also do a lot for our carbon footprint. Considering the NEC already makes a disproportionately greater contribution to U.S. employment and GDP, it would be fool-hardy to risk compromising this economic engine. I support alternative 3!

NEC DEIS Comments - RECORD #1792 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Gavin
Last Name : Kirkpatrick
Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2980 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Ray

Last Name :

Kirmaier

Stakeholder Comments/Issues :

The cost / benefit analysis on a plan like this is terribly skewed. The cost (in dollars and lost environment) exceeds any perceived benefits by many Orders of Magnitude.

Please do not consider such a plan until public disclosure and vetting is transparently undertaken and completed.

NEC DEIS Comments - RECORD #916 DETAIL

Status : Action Completed
Record Date : 2/11/2016
First Name : Katy
Last Name : Klarnet
Stakeholder Comments/Issues :

You can consider this my comment. Only I wouldn't have been so polite:

"In the space of just a few short weeks, the residents of Old Lyme have become aware of a menace in their midst. Most unusually for these same residents, their response has been to a man (or woman) identical...

The 'menace' is Alternative 1 of the three high-speed railtrack routes proposed by the Federal Railroad Authority (FRA) in their Northeast Corridor (NEC) Future plan.

But let's backtrack for a second — why is the FRA proposing these new routes? Their objective is, "to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger rail service ... while promoting environmental sustainability and continued economic growth." Let's say right away that we are fully supportive of this objective...

Why has the reaction to Alternative 1 been so strong, so united, so passionate?

...Alternative 1 calls for the high speed rail track to cross the Connecticut River over a new bridge a little higher up the river than at present and then travel to the center of Old Lyme bisecting Lyme Street by eliminating both the western and eastern campuses of Lyme Academy College of Fine Arts before turning north and crossing I-95. The 1817 John Sill House, currently owned by the Academy and situated on its campus, would likely be acquired by the FRA by eminent domain and then demolished.

The impact of a high-speed railtrack through that sector of town would be totally devastating for our community, effectively destroying its very heart. The FRA itself states that the impact zone of the high-speed railtrack is 5,000 ft., or to put it another way, almost a mile.

This editorial could now run for pages to explain the full spectrum of impact to Old Lyme of this proposal.

We could discuss the horrific effects on our incredible local environment — one which has inspired artists for generations including some of the greatest impressionist painters in American history and one officially designated a "Last Great Place."

We could talk about the untold damage to the storied structures on Lyme Street and list the irreplaceable buildings that will either be completely destroyed or permanently scarred by this new train track construction, many of which are either National Historic Landmarks or on the National Historic Register.

We could mention that Lyme Street is the joyful, bustling hub of our little town — it has a unique personality and touches every aspect of our community life. It is home to our town hall, our public schools, our daycare, our youth services, our library, our churches, our village shops, our art college, our art association (the oldest in the country), and the Florence Griswold Museum (a national institution.) Can you even begin to imagine Lyme Street with a high speed railroad running across it?

And let's just consider for a minute what this proposal, if implemented, would achieve? Bearing in mind that you can already travel from London to Paris (286 miles) in 2 hours and 15 minutes, would we be able to hop on a train in Old Saybrook and be in Washington DC (334 miles) roughly two hours and 45 minutes later? No, the current travel time of six hours would be reduced by a grand total of 30 minutes to 5 hours and 30 minutes. Unbelievable."

As published in LymeLine.com on Feb. 11 by Olwen Logan.

Katy Klarnet

[Redacted]

Old Lyme, CT

Sent from my iPhone

NEC DEIS Comments - RECORD #237 DETAIL

Status :

~~Action Completed~~

Record Date :

1/22/2016

First Name :

Katy

Last Name :

Klarnet

Stakeholder Comments/Issues :

I am appalled at the way the "alternatives" for changing the Northeast Corridor route through Connecticut were all but SECRETLY rushed through the "public comment" process. I follow local planning and development news carefully and I saw NOTHING about public hearings, which were for obvious reasons very sparsely attended. In particular, I vehemently object to the plan I happen to know the most about as it runs RIGHT THROUGH THE tiny, HISTORIC village of Old Lyme, the sole, barely adequate, essential commercial resource for the mostly retired, fixed income inhabitants on the east side of the Connecticut River. This plan is absolutely unacceptable by every environmental, civic and demographic standard. SHAME ON YOU.

NEC DEIS Comments - RECORD #2284 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : d
Last Name : klein
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1013 DETAIL

Status : ~~Action Completed~~

Record Date : 2/12/2016

First Name : Pamela

Last Name : Klimas

Stakeholder Comments/Issues :

STOP. Leave this historic area alone NO need

NEC DEIS Comments - RECORD #553 DETAIL

Status : ~~Action Complete~~

Record Date : 2/4/2016

First Name : Jane

Last Name : Klimczak

Stakeholder Comments/Issues :

I THINK THE PLAN FOR A NEW RR TRACK COMING THRU THE HISTORICAL DISTRICT OF OLD LYME IS INSANE.

NEC DEIS Comments - RECORD #626 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Stephen

Last Name : Klinck

Stakeholder Comments/Issues :

Alternative 1 would devastate our community going right through the center of town.

NEC DEIS Comments - RECORD #765 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Edward Jonathan
Last Name : Klopp
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Really, don't allow this. Once development takes place the area is gone. You can't put a wildlife resource and refuge back if someone changes their mind later. I stand in opposition.

Sincerely,

Edward Jonathan Klopp

Sent from Mail for Windows 10

NEC DEIS Comments - RECORD #2006 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Gretchen

Last Name : Knauff

Stakeholder Comments/Issues :

Good Afternoon -

Attached please testimony comments related to NEC Future, Alternative 1. Please let us know if you have any questions.

Thank you,

Gretchen Knauff and Holly Thomen

Attachments : NEC FUTURE Testimony.pdf (692 kb)

228 Mile Creek Road

Old Lyme, Connecticut 06371

February 15, 2016

NEC Future
U.S.DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom It May Concern:

Please accept this letter as our commentary/testimony regarding the NEC Future Study, Alternative 1. As residents of Old Lyme, Connecticut, we oppose the plan and request that the Federal Railroad Administration immediately take Alternative 1 out of consideration as a means to update the Northeast Corridor rail service.

We oppose Alternative 1 for several reasons. First, Alternative 1 does not take into consideration the historical impact on the Town of Old Lyme, a small New England town rich in history and culture. Old Lyme has been deliberately preserved for future generations who should have opportunities to see and learn about important historical figures and events. The Alternative 1 plan would create a new railway that would destroy the rich history and character of our community.

Second, Alternative 1 would have a devastating environmental impact on Old Lyme. The proposed path of the new railway would ruin marshes, rivers and wetlands that have been carefully preserved for future generations. While we believe in progress and understand the need for improvements in the northeast corridor, there is also an obligation to limit the environmental impact of such progress. Alternative 1 does not create a responsible environmental plan and should not be considered.

Third, the citizens in the towns affected by Alternative 1 were not given sufficient or reasonable notice about the existence of the NEC study and its affect on the communities in southeastern Connecticut. The Old Lyme First Selectwoman was not notified of the NEC Future Study, notice to the public was less than minimal, and there were no public hearings in the towns along the Alternative 1 sector that includes the Town of Old Lyme. The closest opportunity for comment was a hearing in Hartford, almost an hour away from our community. For these reasons alone, Alternative 1 cannot be considered a viable alternative and should be eliminated from consideration.

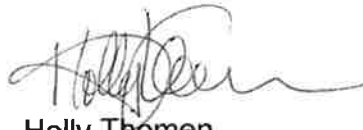
Have members of the Federal Railroad Administration visited Old Lyme and had a tour of the areas that would be impacted by Alternative 1? Have they met and learned the culture and history of the community? If not, we encourage them to visit our community to understand why Alternative 1 is ill conceived, irresponsible for the environment and robs the Old Lyme community of a history it has taken great care to preserve.

Thank you for this opportunity to voice our opposition to the NEC Future Study, Alternative 1.

Sincerely,



Gretchen Knauff



Holly Thomen

- c. Honorable Richard Blumenthal, United States Senate
- Honorable Christopher Murphy, United States Senate
- Honorable Joe Courtney, United States House of Representatives

NEC DEIS Comments - RECORD #2194 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Melissa

Last Name :

Knight

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #2042 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Randy

Last Name : Knight

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Future proposals because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2667 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Wendy

Last Name :

Knight

Stakeholder Comments/Issues :

I oppose Alternative 1 of the NEC FUTURE Tier 1 Draft EIS

NEC DEIS Comments - RECORD #1938 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Kara

Last Name :

Knobelsdorff

Stakeholder Comments/Issues :

I found out that the possible route for the railroad would go right through the Lyme Academy of Fine Art campus. It would be very sad to lose such a unique and special school. I attended there in the late 80s and continue to take part in school activities. Please consider finding an alternate route that would not destroy such a great school.

Thank you.

NEC DEIS Comments - RECORD #1046 DETAIL

Status : ~~Action Completed~~
Record Date : 2/12/2016
First Name : Marissa
Last Name : Knodel, J.D./MEM
Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

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Sincerely,

--

Marissa Knodel, J.D./MEM
Climate Change Campaigner, Friends of the Earth
mknodel@[redacted]
MarissaK04@[redacted].com

NEC DEIS Comments - RECORD #1599 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Terrance A CIV
Last Name : Knowles
Stakeholder Comments/Issues :

Good Afternoon,

The USCG is a Cooperating Agency for the proposed High Speed Rail NEC project. The main USCG Bridge program concern is that proposed bridges don't become obstructions to navigation. In doing this the USCG approves the construction of bridges and specifically the navigable channel clearances beneath the proposed bridges, such as horizontal and vertical clearances at Mean High Water (MHW).

The applicant must identify, early in the process, the numbers and types of navigation by Public Notice and Navigation Study for each proposed bridge. Many bridges will not require a Bridge Permit due to the lack of navigation. Approvals and Bridge Permits will always consider the reasonable needs of navigation. If the waterway is tidal but only has small boats and no commerce it can be an Advance Approval not requiring a Bridge Permit.

Please address the proposed waterway crossings to include: Is it a new bridge; Use of existing bridge; Water depth; Vertical clearance at MHW; Horizontal clearance; Tidal or not; Waterway commerce; Number of vessels on waterway; Types and sizes of vessels; Is it just an up-graded rail; And potential impacts.

You can use this Coast Guard website for the Bridge Permit Application Guide and Navigation Study guidelines. http://www.uscg.mil/hq/cg5/cg551/BPAG_Page.asp I will retire soon, so I am copying new POCs at our office for their future reference. Hal Pitts is the Manager [REDACTED]

Thank You,

Terry Knowles
Environmental Protection Specialist

[REDACTED]
USCG 5th District Bridge Branch

[REDACTED]
Crawford Street

Portsmouth, VA 23704

NEC DEIS Comments - RECORD #1263 DETAIL**Status :**

[REDACTED]

Record Date :

2/14/2016

First Name :

Drew

Last Name :

Knowlton

Stakeholder Comments/Issues :

I would oppose Alternative 1 on all levels. The most important one being that it would completely destroy the character of the beautiful and historically notable town of Old Lyme, including The Historic District, The Lyme Art Academy, Lyme Art Association and The Florence Griswold Museum. Alternative 1 is also the most limited in scope, and it would be shortsighted not to extend in new and potentially further directions. i would vehemently oppose any plan that impacts the history of our New England Shoreline towns.

NEC DEIS Comments - RECORD #2682 DETAIL**Status :**

Action Completed

Record Date :

2/16/2016

First Name :

Eric and Julie

Last Name :

Koch

Stakeholder Comments/Issues :

Thank you for the opportunity to express our thoughts and concerns regarding the proposed Alt. #1 plan and its impact on the Town of Old Lyme and the surrounding areas.

The negative impact to Southeastern CT would be immeasurable. Old Lyme is a community with deep ties to history and the environment. The very nature of the town is reflected in the historic sites, and our close relationship with the environment. The historic value cannot be understated, and the environmental impact on the shoreline, wetlands, wildlife, and serene wooded areas would be devastating. Already Old Lyme bears the brunt of I-95. The pollution both environmental and noise has had a negative effect on many areas. People come to Old Lyme for the tranquility it offers those who otherwise lead hectic and fragmented lives. Here is a place to come to rewind, regroup, and renourish. The historic value of Old Lyme, with the Lyme Academy of Fine Arts, Florence Griswold Museum and many small businesses that line main street all contribute to the unique attraction to the Town of Old Lyme.

After looking at all 135 pages of your proposal, we believe Alt. #3 is the most practical, offering the most benefit to all. Greater service, less environmental impact, lower cost to rail service, not to mention avoiding the cost of repair and replacement to electrical rail service due to environmental damage from storms and salt from Long Island Sound.

While we support upgrades to our nation's passenger rail infrastructure, we cannot support Alt. #1 and sincerely hope that FRA will consider Alt. #3 as a viable solution. Thank you for the opportunity to express our thoughts, and we trust you will consider everyone's input on this very serious matter.

NEC DEIS Comments - RECORD #921 DETAIL

Status : [REDACTED]
Record Date : 2/11/2016
First Name : Claudia
Last Name : Koenig
Stakeholder Comments/Issues :

Dear Ms. Braegelmann,

I have been a life-long visitor of the Patuxent Wildlife Refuge and was most distressed (frankly incredulous) to learn that any of its land could be compromised in order to accommodate a rail line for the Northeast Corridor. This would be contrary to the provisions that have established the National Wildlife Refuge systems. Since Theodore Roosevelt's visionary decision to set aside Pelican Island in 1903 as the first National Wildlife Refuge, this country has been dedicated to protecting its national wildlife. This is a crucial mission since so many of our national and migratory species are constantly stressed as more land and resources are dedicated to human uses. There are insufficient wild lands left as it is and to consume this precious refuge land for the intended purpose is wrong. It may even violate the Migratory Bird Conservation Act of 1929.

We have plenty of methods by which to traverse the Northeast corridor (i.e. cars, buses, trains, airplanes). It is illogical to create another means of getting from point A to point B where that method of travel destroys woodlands where wood thrushes sing their melodic songs at dusk. It is truly immoral to take what little undisturbed places are left to our wildlife just so we can get to places quicker. As a nation that values our wildlife and the environment, we need to be better stewards. Allowing a rail line for the Northeast Corridor would be completely contrary to that value and the mission so appropriately embarked upon by Mr. Roosevelt more than a century ago.

Sincerely,

Claudia Koenig

[REDACTED]
2042 Larkspring Row

Ellicott City, Maryland 21042

NEC DEIS Comments - RECORD #954 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Gabriele

Last Name : Koenig

Stakeholder Comments/Issues :

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter* in **opposition* to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically *for the purpose of upholding and promulgating* the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

My husband and I live in Crofton Md and despite the fact that I am bothered by having to drive "the long way around," using the D.C. beltway to get to Rockville, Gaithersburg, etc., my annoyance is a pittance compared to preserving the habitat of that which is an *avowed act of stewardship.* The destruction of natural habitat in the state of Maryland over the past

20 years is a disgrace and a permanent loss. I experience a bittersweet moment when I look at the state's website and tourism documents. They always show the Northern Oriole, marshes, and other natural scenes. Ha! *What a farce*. What a sham. Nothing could be further from the truth, in fact.

Ms. Gabriele Koenig

[REDACTED]

Crofton MD 21114

NEC DEIS Comments - RECORD #109 DETAIL

Status :

[REDACTED]

Record Date :

1/6/2016

First Name :

Dan

Last Name :

Koestner

Stakeholder Comments/Issues :

If you build on precious natural resources you should replant the forests you take down AND build wildlife bridges for their travel

NEC DEIS Comments - RECORD #2853 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Cynthia

Last Name : Kohan

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I also oppose this plan as it will destroy one of the most scenic and historic towns in Connecticut.

NEC DEIS Comments - RECORD #1962 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Tim

Last Name : Kohan

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2718 DETAIL

Status : Unread
Record Date : 2/16/2016
First Name : Lynn
Last Name : Kohn
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Sincerely,
L. Kohn

NEC DEIS Comments - RECORD #1343 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Nina

Last Name :

Koif

Stakeholder Comments/Issues :

No, no, no this is outrageous. To destroy a truly historic, cultural piece of Americana is beyond comprehension. There surely are less destructive solutions. Once you destroy history, it can never be recovered..

NEC DEIS Comments - RECORD #1319 DETAIL

Status : Unread
Record Date : 2/14/2016
First Name : Valerie
Last Name : Koif

Stakeholder Comments/Issues :

DO NOT CUT THROUGH OLD LYME, CT (Alt.#1). This is the HOME OF AMERICAN IMPRESSIONISM and is part of our NATIONAL HERITAGE in Art. A railway through the heart of this iconic small town would destroy the town as well as a national treasure.

NEC DEIS Comments - RECORD #1167 DETAIL

Status :

Record Date :

2/13/2016

First Name :

Stanley

Last Name :

Kolber

Stakeholder Comments/Issues :

There is no doubt that the proposed Old Saybrook to Kenyon Bypass would destroy the Town of Old Lyme, its historical buildings and sites, and lay waste to the fragile ecosystem of riverine marshes and wetlands and their associated wildlife of the area. To what end? Given that the movable railroad bridges in Connecticut west of Old Saybrook will remain (improved, repaired or not), that the times of the opening of those bridges, as well as the Connecticut River Railroad Bridge (known to sailors as the Old Lyme Draw) for marine traffic are governed in the general and the specific (with significant variation) by the Department of Homeland Security under the authority of the United States Code (See 33 CFR Chapter 1, Part 117, Subparts A and B) and See Sections 117. 205, 207, 209, 217, 219, and 221 covering respectively the Connecticut, Housatonic, Mianus, Norwalk, Pequonnock, and Saugatuck crossings, there is no reason why the goals in improved railroad traffic of Alternative 1 sought in Connecticut could not be achieved by CFR Rule Making (plainly within DOT control) to adjust the seasonal times, advance notice and hours of bridge openings for the boat traffic on the Connecticut River. That approach could be only modestly, if at all, less advantageous for improved railroad traffic, which would be a small "price" to pay when compared to the certain devastation of an historic town, the lives of its residents, and its riverine ecosystem that would be wrought by the proposed Bypass.

NEC DEIS Comments - RECORD #2868 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Kip

Last Name : Kolesinskas

Stakeholder Comments/Issues :

To whom it may concern,

Attached please find my comments on the CT portion of the Northeast Corridor Future Plans.

Sincerely,

Kip Kolesinskas

Consulting Conservation Scientist

[REDACTED]
34 Elberta Rd

Manchester, CT 06042

Kip.Kolesinskas@[REDACTED]

[REDACTED]
603-878-0393

NEC Future
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
NY, NY 10004

February 16, 2016

I would like to provide comments on the impacts of the Northeast Corridor Future Plans on Agricultural Resources in Connecticut. There are many potential positive benefits that could move us toward sustainability, and though, potential counterproductive impacts by destroying agricultural resources, disrupting emerging local food systems, and creating further sprawl development patterns. Alternatives 2 & 3 are potentially more destructive than Alternative 1.

I offer the following comments and concerns for your review:

1. It is not clear if only Prime Farmland soils currently in agricultural use were considered in the analysis or the larger subset of soils that includes Prime, Statewide Important, and Locally Important soils in land uses that include all other non developed lands. A more complete analysis and compliance with FPPA requires these other categories be considered, not just Prime Farmland soils.
2. The impacts on farm units (a farm is not just an agricultural field) and agricultural communities needs to be reviewed. Fragmentation by the rail of both individual farms and groups of farms can lead to difficulties in field operations, loss of agritourism potential, and disrupt the ingress and egress of products resulting in difficulties that then result in sale of the farms to non-farm uses.
3. It is difficult to truly understand the impacts on farms without displaying the routes on current imagery or land cover maps.
4. It is not clear where the routes are proposing to use existing right-of-ways, which should always be considered.
5. The impacts on farmland already protected by the State, municipalities and land trusts needs to be evaluated. These lands are critical to the agricultural land base.
6. Alternatives 2&3 have the potential to not only directly fragment and convert Prime, Statewide, and Locally Important soils, but may indirectly result in farmland loss from sprawl development patterns accelerated by the Station locations and improvements. There is a high potential for this to happen with the stops in Danbury, Waterbury, and Storrs. There are not currently the planning tools in place to ensure that there is appropriate transit oriented development near these stations instead of creating sprawl development in outlying towns. Many of the towns within ½ hr drive of these stations have significant agriculture that would receive additional development pressure, and subsequent loss of farmland soils.

Thank you for the opportunity to comment on these proposed routes.

Sincerely,

Kip Kolesinskas
Consulting Conservation Scientist
14 Elberta Rd
Manchester, CT 06042
kip.kolesinskas@

NEC DEIS Comments - RECORD #2679 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Micky

Last Name : Komara

Stakeholder Comments/Issues :

You have received extensive comments from Audubon Connecticut and the Connecticut Ornithological Association recommending Alternative 1 as the most environmentally respectful option.

I strongly second their well-informed voice and want to again express that if we keep nibbling at the edges of our environment, there will be nothing of worth left.

In the words of Pope Francis, "Let us protect Christ in our lives, so that we can protect others, protect creation...protecting all creation, the beauty of the created world, as the Book of Genesis tells us and as St. Francis of Assisi showed us. It means respecting each of God's creatures and respecting the environment in which we live."

Let's all begin to show respect. We are stewards, not owners, of this earth.

Please give preservation of the environment your utmost priority in the development of this project.

NEC DEIS Comments - RECORD #2317 DETAIL

Status : ~~Action Complete~~
Record Date : 2/15/2016
First Name : Kattie
Last Name : Konno-Leonffu

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I am an Alumni of the University of New Haven, but have also taken many college credited courses at the Lyme Academy College of Fine Arts while I worked as an animator and art director for many years. It would be a real shame to put such a fine arts educational institution in danger. The proposed Alternative 1 of the Northeast Corridor Futures proposal would put the students in danger and would also destroy the beautiful and peaceful setting in which they create their amazing artwork. The fine arts being created at the Lyme Academy College of Fine Arts is on par with the best art schools in big cities like New York City. I know, I am a graduate of Pratt Institute in NYC. Lyme Academy College of Fine Arts is a wonderful gem and asset not only to Old Lyme, but to all of Connecticut as well. Please look at other possible alternatives instead of putting this wonderful CT asset in jeopardy. Thank you.

NEC DEIS Comments - RECORD #1076 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Clayton G.

Last Name : Koonce

Stakeholder Comments/Issues :

Ms. Carol Braegelmann
Office of Environmental Policy and Compliance
1849 C Street, NW-MS 2462-MIB
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of the state of Maryland and a lover and supporter of wildlife, I am voicing my opposition to the proposed rail plan that would carve out a portion of the Patuxent NWR and Research Center. I understand that the refuge would lose 60 acres, if the proposed rail connection passed through it. I would like to insert here that I recently retired from federal service and have the option to move back out of the state; however, I have resided here for most of the last 32 years, and I decided to remain where I am living currently -- in Columbia, Howard County, not far from the Patuxent Center and other sensitive wildlife refuges -- after enjoying the benefits of living in this area for so long. I would like to see this rail plan aborted in the interest of preserving the Patuxent and what remains of other open and green spaces. I have read over the Draft Environmental Impact Statement, and I see that other areas besides the Patuxent would be affected, both here in Maryland and elsewhere along the rail corridor. In addition to the wildlife areas, I see historic landmarks and similar sites on the list of places that would be affected adversely by the presence of a railway. Having visited and photographed the Patuxent area in particular several times and having appreciated the respite and calm which it offers, I would like to see it preserved intact with no intrusion by a railway or any other development. Please also consider that the refuge already deals with some impact from the nearby Tipton Airfield and the remnants of the artillery test range which occupied the area formerly. Let's not add a railway to that.

I thank you for reading and considering comments from myself and other citizens opposed to the rail plan.

Sincerely,

Clayton G. Koonce

1807 Vantage Point Road
Columbia, MD 21044

NEC DEIS Comments - RECORD #1580 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Last Name :

Imelda

Stakeholder Comments/Issues :

Please DO NOT destroy our little town by putting a rail line through the heart of Old Lyme.

To destroy the commercial and historic districts of our town for the rail line is unfair, unwise and unjust.

Imelda Koptonak

Old Lyme CT

NEC DEIS Comments - RECORD #1498 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Jacqueline

Last Name :

Koral

Stakeholder Comments/Issues :

Please do not build a new rail bridge between the existing rail bridge and the Baldwin Bridge, cutting through Old Lyme.

NEC DEIS Comments - RECORD #2351 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Jacqueline

Last Name :

Koral

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #257 DETAIL

Status : Action Completed
Record Date : 1/24/2016
First Name : Renni and Richard
Last Name : Korsmeyer

Stakeholder Comments/Issues :

We are strongly opposed to Alternative 1, which routes the NEC straight through the historic heart of Old Lyme. In addition to the damage to sensitive environmental systems, this route would essentially destroy our town. Old Lyme is famous in the art world as the historic birthplace of American Impressionism, and the proposed route would impact or completely destroy three institutions that are significant to American culture, namely the Florence Griswold Museum, the Lyme Art Association, and the Lyme Academy of Fine Arts.

NEC DEIS Comments - RECORD #655 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Jim & Hedy

Last Name : Korst

Stakeholder Comments/Issues :

We have read about the proposal for adding a new railroad bridge between the existing rail bridge and the Baldwin Bridge (Alternative 1) through the town of Old Lyme. We are very much opposed to this plan. Old Lyme is a beautiful town with emphasis on historical architecture and a 4-year accredited Art Academy, as well as the nationally known Florence Griswold Museum, a National Landmark. This proposed plan would destroy the character of the town and the opportunities for tourism which is very important for the State of Connecticut. The citizens of Old Lyme stand united to oppose this plan.

James J. Korst, PhD, and Hedy Korst

Sent from my iPad

NEC DEIS Comments - RECORD #2221 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Jaroslav

Last Name : Kosmina

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #2125 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Morgan

Last Name :

Kotnik

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

NEC DEIS Comments - RECORD #1662 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Stanley

Last Name : Koty

Stakeholder Comments/Issues :

I am against Alternative 1 because of the environmental effect new construction will cause along the Ct/RI shoreline.

I favor 2 or 3 because it will afford rail service to more, new populations while also not further crowding the Ct and RI shorelines which are already too crowded with roads and rails.

①

Star Jeger
Jan 2, 2016

Anche Kovame
35
30

economic growth and vitality of the Northeast.

Federal Railroad Administration
ONE Bowling Green,
Suite 429
New York NY 10004

The FRA has released the Tier 1 Draft Environmental Impact Statement (EIS) which presents alternative visions for the future of the NEC. The Tier 1 Draft EIS is available for review online at

NEC
FUTURE
Help us decide on the best future for the Northeast Corridor Rail Line!

www.necfuture.com and at public libraries along the NEC.

NEC Future is the Federal Railroad Administration's (FRA) Comprehensive Plan for future investments in the Northeast Corridor NEC The Rail Transportation Spine from Washington DC to Boston. The NEC is critical to the continued

Comments may be submitted at www.necfuture.com - emailed to comment@necfuture.com or sent to US DOT, Federal Railroad Administration ONE Bowling Green Suite 429 New York NY 10004

or attend one of 11 public hearings to submit your

Comment in Person.
including The Newark,
NJ hearing

Newark, NJ

January 19, 2016

4:00 to 7:00 P.M.

Presentation ~~sat~~:

4:30 and 6:00 PM

NJ Transit, 1 Raymond Plaza
EAST, 9th floor.

US Department of

Transportation

Federal Railroad Administra-
tion.

②

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The next speaker is Ginny Kozlowski.

MS. KOZLOWSKI: Good evening. Thank you so much for coming to New Haven as part of this process. I want to thank everybody here who has made this process so thorough and open.

I'm Ginny Kozlowski with REX Development. We are the regional economic development organization that serves from New Haven to Milford to Madison to Meriden. We have 15 communities, and we have about 570,000 folks who live in these communities.

Nine of our communities do currently have rail service, and we're eagerly awaiting the completion of the New Haven-Hartford-Springfield line. I will submit written testimony as well, but we currently support option 1, Alternate 1, that would go along the coastal area.

Over the past three years, since we did our last update on our comprehensive economic development strategy, we've seen a significant increase in the shoreline east. Once the New Haven-Hartford-Springfield line is complete, our goal for this region is to have 1.6 million riders by 2030.

We see Amtrak being a key to achieving that goal, and as we go through the rest of the document and review the comments, we will submit final written testimony by January 30th.

So thank you again, and we're very excited.

MS. SIEGEL: Thank you.

NEC DEIS Comments - RECORD #2212 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Elizabeth

Last Name : KRALL

Stakeholder Comments/Issues :

The Lyme Art Academy is one of the few traditional and academic fine art institutions in the country. It serves college students as well as the community. Bisecting the campus will destroy it. There must be another way to add a rail system without destroying the school.

NEC DEIS Comments - RECORD #1440 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Phillip

Last Name : Krall

Stakeholder Comments/Issues :

I oppose any change to the route of the rail line. We should focus on improving the existing line. The future is likely to bring a decline in physical travel and more efficient use of the roads.

NEC DEIS Comments - RECORD #2774 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Michele

Last Name : Kramer

Stakeholder Comments/Issues :

When I learned about the Rail proposal on WTNH I thought it was a joke! Milford, dating back to 1639, is unique in that its harbor meets its colonial town - and two historic districts are within walking distance. Apart from the environmental nightmare, the harm done to our local historic districts would be catastrophic. It is bad enough that we have to fight local developers, but this is just absurd. As President of the Milford Preservation Trust I object to the very idea! No thank you!

NEC DEIS Comments - RECORD #980 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Ellie

Last Name : Krasney

Stakeholder Comments/Issues :

NEC Staff:

Please note that I am voicing my opposition to Alternative #1 for the current rail upgrade proposal.

Although Old Lyme, Connecticut may be a small village community along the Northeast Corridor, my town serves a vital role in the cultural history of the region. To sacrifice our arts and historical buildings, drive through the heart of the educational area of our city, and destroy the wetland habitat is appalling.

Please consider placing your efforts in upgrading existing rail pathways.

Most sincerely,

Ethel "Ellie" Krasney

[Redacted Address]

Old Lyme, Connecticut 06371

NEC DEIS Comments - RECORD #2410 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

sean

Last Name :

kratzert

Stakeholder Comments/Issues :

Please don't go through with this!

NEC DEIS Comments - RECORD #2694 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Michael

Last Name : Krauss

Stakeholder Comments/Issues :

The plans to improve rail service are a total and complete disgrace. I am a proponent of rail service improvement where and when it's sensible and well considered. Is improvement needed? Perhaps. Is it imperative to disregard the care that we have for history, existing historic locations and the use of Long Island Sound been carefully and reasonably been researched by "experts" and environmentalists? I haven't heard that that has happened. Until complete information regarding ALL pros and cons, I cannot support this until ALL bases are researched and that research is made public.

The next speaker is Jeff Kessler.

MR. KESSLER: I might make some people feel a little old today, so apologies in advance.

(Laughter.)

THE MODERATOR: Thank you for the warning.

MR. KESSLER: Good afternoon. My name is Jeff Kessler. I'm the Executive Chairman of the SEPTA Youth Advisory Council. Our job is to represent anyone between the ages of 14 and 22 in the Greater Philadelphia Region, and we sort of serve as the people connecting SEPTA leadership with the Greater Philadelphia youth community.

What I want to focus on today is not so much content based but more so process based with the development of the EIS report.

Predominantly because one of the things that in our discussions internally we have developed many suggestions for improving the future of the Northeast Corridor relates to the process by which this development is moving forward, mainly with regard to the commissioners.

And what I'd like to focus on today is the fact that the core demographic that will be ultimately using the Northeast Corridor when all of this comes to fruition is the youth community. And yet all of the commissioners, by the time 2040 rolls around, will be eligible for Social Security, provided it's not insolvent.

And so one of the things that we'd like to focus on is making sure that the youth community of individuals under the age of 25, particularly those, even the teenagers, being — are being brought in to discuss things because we can all agree on the need for improving capacity and service throughout the system.

But some of the things that we as users would like to see and making sure that the things that the youth community have — or not have but would like to see implemented are, indeed, implemented is one of the utmost concerns of the community in our discussions as a group.

But beyond that, speaking now personally more so than in my role in the SEPTA YAC, one of the concerns that I personally have is by having established the three potential alternatives that some of the things that may be deemed infeasible in the Transform Alternative, such as building a tunnel under South Philadelphia to the Market East Station in Center City, Philadelphia, will ultimately render the entire alternative being removed from consideration.

Whereas, there are portions of the Transform Alternative that definitely should be considered and given additional weight beyond those already included in the Alternative 2 measure.

One of the other concerns that I wanted to bring up is should there be parallel corridors?

The consideration needs to be given for bridging the gap, if you will, between parallel

stations and making sure the connectivity between two stations within a locality, so be it even the two Philadelphia stations or two commuter stations in Maryland, for example, making sure that access between the two stations is enhanced via either — ideally with walkable access, bike lanes, but even, if need be, if the distance is great enough, bus and shuttle service, making sure that the access between the two stations is there.

So just to kind of summarize, we're really looking to see the youth community much more involved in this planning process and having some sort of a stakeholder role, even be it a nonvoting membership commission, ideally.

But beyond that, just making sure that the concerns for the people who will be the end users of the system are ultimately being given the utmost importance today in the planning process.

Thank you.

THE MODERATOR: Thank you, Jeff. That was very, very interesting. Good points.

NEC DEIS Comments - RECORD #1009 DETAIL

Status : Action Completed
Record Date : 2/12/2016
First Name : Noreen
Last Name : Krispin
Stakeholder Comments/Issues :

Dear Ms. Braegelman,

This is a letter regarding the possible construction of a Rail line through the Patuxent Wildlife Center; Tier 1 Draft Environmental Impact & Section 4f Assessment for NEC future.

This is disturbing news to hear that another beautiful & vital wild place in our country is being considered for development. The Patuxent Wildlife Refuge is a vital organ in the body of the natural world. We can not continue to tear up the habitat of the songbirds, insects, & other wildlife & expect to have a better environment for ourselves & our descendants. Besides the living beings that will be destroyed, the flora will be too. There will be no flowers, grasses & minute organisms that are needed for life to thrive. You have an obligation to stop this destruction of an established Wildlife Habitat & learning center. As a member of the public who values our smallest creatures & also knows the importance of public transportation, I beg you to cancel this proposal & leave the open space & woodland alone. We need to leave our natural areas alone. We do not have to be invading every inch of the natural world.

I am not an eloquent person but I want you to know that I am completely opposed to this project in the proposed location. I am strongly urging you to let those who are interested in destruction of habitat that there are many more people than myself who want the Patuxent Wildlife Refuge left in peace.

Please do not let this Rail line destroy life in the Patuxent Wildlife Refuge.

Thank you for reading about my concern.

Sincerely,

Noreen K. Krispin

316 Monterey Ave

Odenton, MD 21113

NEC DEIS Comments - RECORD #886 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Constance

Last Name : Kristofik

Stakeholder Comments/Issues :

Please add me to mailing list so my organization can stay abreast of topic and comment if desired.

NEC DEIS Comments - RECORD #272 DETAIL

Status : ██████████
Record Date : 1/25/2016
First Name : Charles
Last Name : Krueger
Stakeholder Comments/Issues :

Dear Sirs and Mesdames of the FRA:

In order to increase train speeds on the NEC north of 30th St Station toward Trenton through a bypass of the tight curve at Frankford, Philadelphia, it will be necessary to tunnel beneath Erie and Torresdale Avenues in Philadelphia. The Amtrak mainline tracks west of Frankford will thence be tracks # 3 and 4. (Currently, they are tracks #2 and 3, i.e., the middle two tracks of 4.)

In order to increase through capacity in this area, it would be useful to reduce SEPTA Regional Rail trains on these lines and avoid the northeast approach to 30th St Station via Zoo Interlocking. This can be done through several projects that increase the value of the Frankford tunnel/bypass:

1. The SEPTA Chestnut Hill West line can be moved onto the SEPTA Main Line via a newly-constructed crossover at Swampoodle, Philadelphia. (See: <http://philadelphia2050.blogspot.com/2012/05/swampoodle-connection.html?m=1>)
2. The SEPTA Trenton local trains can also be transferred to the SEPTA mainline via a new tunnel from Amtrak tracks #1 and 2 east of the Frankford bypass junction in North Philadelphia to North Broad Street station.
3. The latter could share a tunnel with a new spur of the SEPTA Broad Street Line (subway) to Northeast Philadelphia, an area of the city underserved by public transport. (See: <https://www.google.com/maps/d/edit?hl=en&authuser=0&mid=z3RZWQp5rDk0.knOL50iCya5U>)

I believe SEPTA is a reliable partner in these projects, all of which would yield above average returns on investment.

I would welcome further discussion on this aspect of the NEC Future project.

Best regards,

Charles Krueger
Philadelphia PA

NEC DEIS Comments - RECORD #2059 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Ashley

Last Name : Kuhn

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

NEC DEIS Comments - RECORD #1529 DETAIL

Status :

Record Date : 2/14/2016

First Name : lenore

Last Name : kuhn

Stakeholder Comments/Issues :

I would not like to see the high speed rail project take place. I rent a beach house in old lyme yearly and love the town just the way it is. not necessary to have it. we have Amtrak already

NEC DEIS Comments - RECORD #203 DETAIL

Status : Pending

Record Date : 1/20/2016

First Name : Keith

Last Name : Kulper

Stakeholder Comments/Issues :

Like many residents of Northern NJ who travel regularly to Boston or Washington there is a very pressing need to move ahead with the upgrade of the NEC. Thanks for the thoughtful work you are doing on behalf of both residents, business people and tourists who will be active riders.

NEC DEIS Comments - RECORD #2204 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Carole

Last Name : Kunstadt

Stakeholder Comments/Issues :

The significant enrichment to the history, arts and culture of CT. is at risk! I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. The community of Lyme is shallow and empty without institutions such as this one which brings an extended population to the town as well as being a direct connection to its wonderful past.

NEC DEIS Comments - RECORD #630 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Peter

Last Name : Kurimay

Stakeholder Comments/Issues :

I am all for Alternative 3. The benefits will be enormous for Hartford and central Connecticut. Travel to both Boston and NYC would be greatly enhanced. Even if we can't get the LI Sound tunnel we should go ahead with the rest of this plan.

NEC DEIS Comments - RECORD #630 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Peter

Last Name : Kurimay

Stakeholder Comments/Issues :

I am all for Alternative 3. The benefits will be enormous for Hartford and central Connecticut. Travel to both Boston and NYC would be greatly enhanced. Even if we can't get the LI Sound tunnel we should go ahead with the rest of this plan.

NEC DEIS Comments - RECORD #2946 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Donna
Last Name : Kurpaska

Stakeholder Comments/Issues :

My family has lived on Old Lyme since 1965. This plan would destroy the very definition of Old Lyme. We have a small commercial area and historic downtown district. They would be decimated. Not to mention the impact on sensitive ecological areas. We treasure the feeling and quiet of this town. I believe every resident will physically block this project if it even resembles its current path.

NEC DEIS Comments - RECORD #527 DETAIL

Status : Action Completed
Record Date : 2/3/2016
First Name : Amy
Last Name : Kurtz Lansing
Stakeholder Comments/Issues :

The proposed new rail section between Old Saybrook, CT, and Rhode Island would have a devastating effect on the town of Old Lyme, CT, whose Historic District would be largely obliterated by the new construction. This area is on the National Register of Historic Places, and the adjacent Florence Griswold Museum is a National Historic Landmark. It is hard to comprehend that in the aftermath of the devastating effect on our historic fabric wrought by the construction of interstates in the 1960s, that we seem to have learned nothing and find ourselves back in the same position today. Old Lyme is a small, historic town that attracted artists to form an art colony there at the turn of the twentieth century. What a blow to that legacy to construct a huge railroad bridge and set of tracks that would necessitate the tearing down of the historic buildings that attracted the artists. Much of the town's economic vitality as a tourist attraction depends on this historic connection. And the impact on the Lower Connecticut River estuary will be devastating as well. Please reject this proposed scenario and spare the Town of Old Lyme from the brutal effects of this plan.