



Comment Summary Report

Appendix Part 3: L-P

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 #87 DETAIL

Status : Pending
Record Date : 12/23/2015
First Name : John
Last Name : Laadt

Stakeholder Comments/Issues :

Hi, I would like to voice my support for the Alternative 3 plan for the Northeast Corridor. I think it is important that we lay out a blueprint of future investment and infrastructure that we should strive for even if ultimately the funding does not become available for every project.

As a Boston transplant, via Long Island, I travel the Northeast Corridor regularly and the need for increased connectivity couldn't be greater. Currently the only way to connect to New England and points north without travelling through New York City is to travel via the two ferry options located on the North Shore. A number of years ago an automobile bridge or tunnel across the Long Island Sound was proposed and rejected by a number of stakeholders. The vision for the Northeast Corridor calling for a train tunnel/bridge could prove to be a more compelling alternative and would help reduce the reliance on the automobile for most of Long Island.

In Connecticut, there are a lot of communities that have fallen in prosperity which could be revived by a robust system like this. For these reasons and more I am strongly in support of Alternative 3.

NEC DEIS Comments - RECORD #2171 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Dan
Last Name : Labrecque

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."

12-15-15 NEC-NY

Okay, number three, **Mark Lacari**.

MR. LACARI: Thank you all for taking the time to make this meeting happen.

I'm sure all of us thought that -- before I go into my speech, I'm sure all of us thought this has been a crazy December. I think all of would be chilling right now instead of, you know, having to wear short-sleeved shirts.

But getting back to the point of why I'm here, I am a 23-year-old, lower senior student at the College of Staten Island and I am also with the High Speed Rail of America Club.

The High Speed Rail of America Club is a nationwide college advocacy group to research, promote and advocate bringing high speed rail technology to the United States and the rest of North America.

A lot of the people who recognize us from advocating and promoting high speed rail products from:

All Aboard Florida, now known as the Bright Line;
Tri Rail in Miami;

Texas Central Rail, with a full train between Dallas and Houston;

All Aboard Erie;

And, as well, today, the Northeast Corridor.

We were able to succeed most recently in making All Aboard Florida becoming a reality and construction is already underway and will probably be done by 2017.

The Northeast Corridor, as we all know, is one of Amtrak's busiest corridors. However, the current system is a shadow of its former self. The infrastructure is worn out and needs massive replacement of outdated signals, outdated bridges, which in some cases as we all know, are more than or at least over 100 years old. And also the replacement of outdated rolling stock, as the gentleman before mentioned earlier.

To put it shortly, and I hate to use this as a wording, right now our Northeast Corridor is a third world rail system in a first world country. As if that was not bad enough though, it's about to get worse. By 2050, the Northeast Corridor's populations between the major cities of Boston, New York, Philadelphia, Baltimore and even Washington, D.C., are expected to grow by as much as 35.2

12-15-15 NEC-NY

percent. That's almost over 80 million people.

Our corridor right now can't even handle, you know, a single draw bridge incident, as we all know with Portal Bridge. So if we have a breakdown, we're in deep trouble.

If no action is taken immediately, we risk having to run an outdated system that will not be able to handle such growth in the future. That is why the solution to this crisis is simple. We must invest and expand the Northeast Corridor and bring it up to true, high speed rail.

In Europe and Asia, high speed trains are zipping along at 220 miles an hour, while barely on some parts of the Northeast Corridor, we're able to even achieve 100 miles an hour, if not 150 miles an hour. That's literally shameful for a nation that was once the biggest rail leader on the globe.

Because of this, this reliability in service -- well, this increase of service reliability, they have become a highly popular mode of transportation. And because they are so popular and reliable, most Japanese and European rail companies are able to run a profit. That isn't some small thing. That's a serious thing that could help lead to economic growth in the long run of this country.

Also, with many people having come back from countries that do have advanced high speed rail, the demand is growing and continues to grow and the outcries for not doing high speed rail continue to grow even more.

In the words of Winston Churchill, he -- his own statement speaks it clear, clearly right here, right now of what we face. I never worry about action but only inaction. If we fail to act, we will suffer. And I mean it, we will suffer completely, if we do not meet the future needs. We will suffer the consequences of our poor judgment and our own poor attitude to not fully invest and upgrade the entire Northeast Corridor.

That's something that this generation does not deserve to witness and that's something that the generation that's coming up does not deserve to witness.

This nation used to be the world leader in its rail system and it's time to lead the world again in high speed rail. It's time to rebuild and reinvest in the Northeast Corridor.

12-15-15 NEC-NY

Thank you.

THE MODERATOR: Thank you, Mark.

NEC DEIS Comments - RECORD #1224 DETAIL

Status :

~~Pending~~

Record Date :

2/13/2016

First Name :

mike

Last Name :

lacasse

Stakeholder Comments/Issues :

Unfortunately Joe, I have had to close down my business due to the poor economy and high taxes in the town of plainfield. Now I have no job and I'm about to be sued by the town and all the vendors I owe money too. I have been eating peanut butter and crackers for the past month

NEC DEIS Comments - RECORD #1127 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

William

Last Name :

Lacey

Stakeholder Comments/Issues :

I am opposed to this New Rail System. Many of the towns that this new rail segment would cut through are hundreds of years old, and are home to numerous cultural landmarks and buildings on the National Register of Historic Places. CT is not in any financial situation to support said infrastructure. The citizens of the communities it falls in and around should be afforded opportunity for public hearings.

NEC DEIS Comments - RECORD #2487 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Candice

Last Name :

LaConti

Stakeholder Comments/Issues :

This proposal will decimate the Connecticut shoreline - the one main tourist attraction in the state. Historic homes and museums that are among the oldest in the country will be destroyed. This also spells trouble for the already suffering economy. Additionally, we have significant concerns about the environmental impact of such a plan. We vote no!

NEC DEIS Comments - RECORD #1679 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Owen
Last Name : Lacourciere

Stakeholder Comments/Issues :

To whom it may concern,

This email is in regard to the NEC Future Alternative One Project that affects Old Lyme, CT. As a resident of the town, I strongly oppose this initiative and respectfully request your consideration in eliminating this course of action from your plans. Thank you,

Owen Lacourciere
Oakridge Forest Association
Old Lyme, CT

NEC DEIS Comments - RECORD #2390 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Rachel

Last Name : Lacourciere

Stakeholder Comments/Issues :

To Whom It May Concern,

We are writing this letter to respectfully urge you to cease any developing plans for the proposed rail through the center of Old Lyme, CT. The town center is home to many historical landmarks, quaint shops, and unique tourist destinations. We strongly oppose any plan that would disrupt and/ or destroy the downtown that so many people have worked to build and maintain for many years. By changing the charm of our historical New England town, this plan would potentially harm both the environment and the local economy. Thank you for listening to our opinions and we ask that you keep them in mind when moving forward.

Thank you,

Rachel and Tom Lacourciere

9 Oak Ridge Drive

Old Lyme, CT

Sent from my iPhone

Okay. Hugh. Just make sure you introduce yourself. I know you but they don't.

MR. LACY: Sure.

My name is Hugh Lacy. The last name is spelled, L-a-c-y. First name, H-u-g-h.

I just have a brief thought and comment on this. I think overall perhaps the plans, you're thinking too small. I think that you're talking about increasing speeds, at least in parts of this, up to 160 miles an hour. As we've all probably read, the trains, the Japanese trains and the trains in Europe travel much faster.

The way you're able to go faster is to keep your alignments pretty straight. And the way to do that in the urban areas is place your -- your tracks in tunnels and make them underground. It avoids a lot of interferences with service structures. And with the decreased cost of tunnels, the -- it's becoming more economical. It's not a cheap solution but I think if we're going to have the trains compete -- reduce the number of airplanes in the skies in these shorter haul distances between New York and Washington, D.C., I think it's essential that these trains be much faster, that we spend more money and do it right the first time.

I, just as background, I'm a civil engineer and in the 1980s I worked on the Northeast Corridor improvement when we were able to increase the speed to 120 and 125 miles an hour. So I -- that's my comment.

THE MODERATOR: Great, thank you. Thanks a lot.
Is there anyone -- any other first time speaker?
(No response.)

THE MODERATOR: Okay, Debra, do you want to speak again?
(Laughter.)

NEC DEIS Comments - RECORD #999 DETAIL**Status :**

Action Completed

Record Date :

2/11/2016

First Name :

Hugh

Last Name :

Lacy

Stakeholder Comments/Issues :

I believe that the EIS planners are thinking too small with train speeds that are much lower than existing trains in Europe and Japan. If we are ever going to substantially reduce short haul plane traffic in the NEC. To accomplish this, the plans for Alt III should include at least 2 dedicated passenger tracks that are as straight as possible with large radius curves with few stops between Wash. DC and NYC and Boston. In order to accomplish this, the alignment should be underground in urban areas and in areas of uneven ground. This will be costly to construct but the benefits will be well worth it. The actual cost may not be much more when the cost of acquiring land, relocating utilities and constructing highway bridges and the cost of environmental impacts are fairly estimated. The decision to place the East Side Access at a deep level to avoid shallow impacts on NYC is similar to what I am proposing.

NEC DEIS Comments - RECORD #57 DETAIL

Status : Pending

Record Date : 12/8/2015

First Name : Casey

Last Name : LaFerrara

Stakeholder Comments/Issues :

The Alternative 3 for rail expansion makes the most sense from an environmental perspective. The U.S. has fallen far behind the rest of the world in it's passenger rail services. There is no reason for the long trip times and service delays. There are clear paths to remedy issues on the NEC and make it a world class corridor. I urge the FRA to invest in this corridor for a lasting impact, not a temporary fix.

NEC DEIS Comments - RECORD #2538 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Joseph
Last Name : LaGambina
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 #551 DETAIL**Status :**

Action Completed

Record Date :

2/4/2016

First Name :

David

Last Name :

Lahm

Stakeholder Comments/Issues :

I am writing to you to oppose the commuter rail line that has been proposed to run from Old Saybrook, Connecticut to Kenyon, Rhode Island. Without even discussing the proposed route I would like to ask one simple question: why? I can only think that this is an attempt to get cars off of I95 but I am puzzled because none of the towns and cities that it is to cut through are walkable. Why would someone drive to and park at point A, get on a train, get off at point B only to either have someone pick them up or call a cab, which presupposes that there is cab service in South Eastern Connecticut? The answer is they would not. Why should we spend billions of dollars on this White Elephant? Of course then there is the issue of location of the tracks. The proposed pathway looks more like the roller-coaster at an amusement park than a serious mass transit proposal. Build a rail bridge diagonally across the Connecticut River from close to the current rail bridge on the West Bank to almost the Baldwin Bridge on the Old Lyme side? From the air this will look like some giant Zorro has left his mark on the mouth of the Connecticut River. The piers and pilings will ruin a pristine recreational boating area. Further inland the path somehow jumps I95 at approximately the Lyme Art Academy. The structure to carry a train over the highway will be enormous and be over sixty feet tall. Not to mention the approach structures. Unlike roller-coasters real trains do not deal well with sharp inclines. The ramp for this overpass would have to start at the river bank and be in the range of 120 feet wide. Just the first mile and a half of this project lays waste to the character of the South Eastern Connecticut Shoreline. This is Government run amuck without thought to how this affects the people that Government is supposed to represent. I am extremely intrigued that this proposal sprang forth like Athena from the shell fully developed without an inkling to the local governments. I am familiar with government planning cycles and for us to be at this point the "Good Idea Fairy" must have whispered into some bureaucrat's ear two years ago. This is not how government should treat its people. Connecticut already has a 500 million dollar busway where empty busses rattle through the towns; we don't need a 70 billion dollar empty rail system. Please stop this monstrosity now. I feel like I am standing at the edge of the rabbit hole waiting for a well-dressed bunny to pass by.

David M. Lahm

Lyme

NEC DEIS Comments - RECORD #2641 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Cynthia

Last Name : Lamb

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 #1834 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Kimberly
Last Name : Lamberto

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 #3086 DETAIL

Status : Action Completed
Record Date : 2/19/2016
First Name : Scott S.
Last Name : Lambrecht
Stakeholder Comments/Issues :

You are nuts.

Sacrifice the charm of this town?

I can't believe the thought process with the federal railroad commission.

This ain't New York

Sent from my iPhone

NEC DEIS Comments - RECORD #984 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Salvatore

Last Name :

LaMesa

Stakeholder Comments/Issues :

To whom it may concern:

Really! I can only assume after a long day someone simply drew a line on a map to get themselves home quickly. Alternative one would destroy a swath of Connecticut and New England history in Old Lyme, CT. Please reconsider this travesty blithely called Alternative 1.

Salvatore LaMesa

26 Champlain Drive

Old Lyme, CT 06371

NEC DEIS Comments - RECORD #3003 DETAIL

Status : Unread
Record Date : 2/16/2016
First Name : Blake
Last Name : Lamothe

Stakeholder Comments/Issues :

Palmer Union Station is a natural asset to the community itself and for patrons to potentially arrive and depart as an operating passenger rail station. There are other locations mentioned further in other cities, however, neither of these sites have any connection to the central corridor line. Palmer Union Station was and can be the central 'hubspot' again with connections to New London and Montreal via Springfield and Boston.

In the long-term, having the connection at Palmer Union Station is the most logical location because it can provide connections to numerous other locations across New England.

NEC DEIS Comments - RECORD #2213 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Scarlet
Last Name : Lamothe
Stakeholder Comments/Issues :

Implementing high-speed rail and rail service across the northeast is a huge step in expanding public transportation in the United States. In particular, having multiple stops along it's route; in Palmer Massachusetts. Increasing the number of available stops, increases the advantage for people to make use of public transportation, especially now that our world has become more environmentally conscious.

I have had the experience of spending a semester abroad in Europe in the spring of 2015. I had the time of my life. I traveled to a total of nine different countries, some of which I visited multiple times. What I have seen over in Europe via transportation methods is the high-speed trains, the city-bike, and underground/above-ground subway. The high-speed trains were always full of people, traveling to work, leisure, shopping, etc. As I was sitting one day looking at the window, I saw that we were traveling faster than the cars along the highway parallel.

This is just one of the reasons people will choose public transportation over a car. Quicker, eco-friendly, safer, talking to people, etc.

I am a college student from Western New England University in Massachusetts, and I believe that expanding public transpiration, particularly rail, is an important factor for the United States to become a more eco-friendly environment that allows its citizens with a decent ease of travel.

NEC DEIS Comments - RECORD #673 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Deborah

Last Name : Lamperti

Stakeholder Comments/Issues :

I have frequented this locations many times for Bird watching. Putting the NEC through is refuge would do irreparable harm to this wonderful refuge.

Please consider another location.

A conservative Voter!

Debbie Lamperti

NEC DEIS Comments - RECORD #538 DETAIL

Status : Action Completed

Record Date : 2/4/2016

First Name : Ann

Last Name : Lander

Stakeholder Comments/Issues :

15 Town Woods Rd.

Old Lyme CT 06371

February 3, 2016

Dear Reader:

I am opposed to the proposed Alternate A rail line.

In 1957 my family moved to Old Lyme. I was a teenager and I have remained in this lovely community. The leaders through the years have worked to protect the history, the ambiance, the character and the ecology of Old Lyme. Despite the Rte 95 which traverses this area, the town has managed to keep this special atmosphere of historic homes, making this a relaxing area and a place where residents who do not live in this part of time come to walk and enjoy the day. In the early 1900s impressionistic artists made the Lyme Street area of the town their summer home. In this area today we have the Florence Griswold House where several of them lived. This is now an active art gallery and historic museum. On the north side is the Bee and Thistle Inn and on the right side the Lyme Art Association. Across the street is the Old Lyme Inn. On the south side of Rte 95 is the Lyme Art Academy which is a certified university located in buildings that are either historical or constructed to keep that architecture. The commercial district is located on Halls Road which is perpendicular to Lyme Street.

Recently it has come to light that a new rail line may be constructed through this area destroying our town. From the moment the line crosses the Connecticut River and it will be destroying numerous homes as it continues from the river to the other side of the town. It will also be destroying commercial establishments and as I understand it our transfer station. It will forever change this town, OUR TOWN! It will not be a community that attracts tourists, tourists interested in art and culture.

Yes, there is a rail line that passes through the town closer to the beaches. There are homes near it but the vast majority of these homes were built following the construction of the line. They are not the heart of the community that tourists come to enjoy. They are not the true heritage of Old Lyme. Riders on the trains between New Haven and Rhode Island enjoy many beautiful views of Long Island Sound.

It is difficult to see exactly where the line is going (unless I go to the New London Library). I understand from the website that there are different plans and I am completely puzzled in studying them as they each have a lot of variations. The focus seems on the ecology and environment and the report itself says that there would be a definite negative impact on the local environment. Yet it is Alternate A??? I am also puzzled that there is a deadline for a decision when Alternate C, as far as I can tell, is not even a finished proposal.

I oppose the proposed Alternate A.

Sincerely,

Ann Lander

NEC DEIS Comments - RECORD #1639 DETAIL**Status :** Unread**Record Date :** 2/15/2016**First Name :** Mark**Last Name :** Lander**Stakeholder Comments/Issues :**

I have already signed a letter, as an officer of the local historical society, from several town organizations opposing alternative 1. I am now contacting you as a long-time, former, resident of Old Lyme and present taxpayer. I see nothing good about this proposal. The CT River does not need a third bridge in a half-mile (have the Coast Guard and Army Corps of Engineers been brought into this?), there would be severe environmental repercussions for the railroad crossing wetlands and forests. The historic district would be sliced in half by what can only be an industrial looking embankment or trestle, the now world-famous Lyme Academy College of Fine Arts of the University of New Haven would be lost forever along with its primary building, the 200 year-old Sill House, one of Old Lyme's architectural treasures. The almost mile-wide impact zone would forever affect the town with noise and even the years-long construction project itself would create untenable noise, dirt and dust, wear and tear on local roads as well as on the already burdened I 95. There would be not one iota of benefit for Old Lyme which would instead see its cultural and artistic heritage destroyed and its environment despoiled. I am further bothered by the process up to this point. No one seems to have been made aware of this until a matter of a few weeks ago- no public announcements, no meetings, no information to state and local officials. In a related vein, I have a copy of a proposal sent out less than two years ago by AMTRAK concerning the replacement of the existing 1917 rail bridge across the river. It appears that the bridge is structurally safe but mechanically cantankerous and not suitable for high-speed rail. As the existing Shoreline route would be retained, it seems that something would need to be done about this bridge even if high-speed rail were removed.

I ask you to provide an opportunity for local residents to be heard in a meeting and then to reconsider this proposal which offers nothing to Old Lyme except negative consequences.

Sincerely,

Mark C. Lander

NEC DEIS Comments - RECORD #353 DETAIL

Status : Action Completed

Record Date : 1/28/2016

First Name : Mark

Last Name : Lander

Stakeholder Comments/Issues :

Bad, bad, bad, at least as far as Old Lyme CT is concerned. A third bridge across the Connecticut River? Bad!. Tracks laid through the heart of Old Lyme's officially designated historic district? Bad! Likely necessity of using I 95 for construction access? Bad! Wiping out the Old Lyme Academy College of Fine Arts along with several historic houses? Bad! This project would kill the Historic District of Old Lyme.

I am writing this as a private citizen who lived much of his life in Old Lyme, who still owns property there and who has the unique perspective on this as Co-Chair of the Old Lyme Historical Society.

NEC DEIS Comments - RECORD #1579 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Ann

Last Name : Lane

Stakeholder Comments/Issues :

Alternative 1 is ridiculous. To upgrade an out of date, expensive, dilapidated railroad system in the northeast corridor by destroying historical towns because it's "cheaper" is absurd.

If the Federal government is serious about upgrading its antiquated system then do it right. I have no confidence our government can do any major capital project right and any alternative that may be chosen will be rife with cost overruns, delays and disappointing results. Just look at the Acela plan vs actuality.

I am not in favor of Alternative 1. It will destroy the fabric of our town. Where the existing tracks are in Old Lyme are not on the water and do not impact historical neighborhoods.

CT's governor is already driving corporations out of CT. Don't drive long standing residents out too. The plan is short sighted and ill conceived.

Ann Lane

78 Mile Creek Road

Old Lyme, CT 06371

Sent from my iPad

NEC DEIS Comments - RECORD #1262 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Linda

Last Name : Lane

Stakeholder Comments/Issues :

This proposed railway would be horrific to Old Lyme. The historic district is much of what makes Old Lyme, Old Lyme. The serenity and quaintness will be destroyed. Also I feel the property value here in Old Lyme will be compromised greatly. Please do not let this happen to our beautiful town.

NEC DEIS Comments - RECORD #2976 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Terri

Last Name : Lane

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 #439 DETAIL

Status : Action Completed

Record Date : 1/31/2016

First Name : Susan

Last Name : Lang

Stakeholder Comments/Issues :

This can't be! That you are considering blasting through close to our beloved First Congregational Church of Old Lyme, the most photographed and the most painted church in the US! The quiet town where artists have come for years, because the light is so unusual, no matter the time of day. Where hundreds paddle the Lt. River, enjoying the pristine scenery with rustling grasses and osprey feeding their young. The Old Lyme route is not the best alternative. It's the worst, for the character of the town, for the history of the town, for the welfare of the town. Who would want to buy close to the new railroad?

NEC DEIS Comments - RECORD #439 DETAIL

Status : Action Completed

Record Date : 1/31/2016

First Name : Susan

Last Name : Lang

Stakeholder Comments/Issues :

This can't be! That you are considering blasting through close to our beloved First Congregational Church of Old Lyme, the most photographed and the most painted church in the US! The quiet town where artists have come for years, because the light is so unusual, no matter the time of day. Where hundreds paddle the Lt. River, enjoying the pristine scenery with rustling grasses and osprey feeding their young. The Old Lyme route is not the best alternative. It's the worst, for the character of the town, for the history of the town, for the welfare of the town. Who would want to buy close to the new railroad?

NEC DEIS Comments - RECORD #1415 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Chelsea

Last Name : Langley

Stakeholder Comments/Issues :

I vote No on Alternative 1. I am a resident of Old Lyme CT, Alt. 1 would affect our town in a negative manner. Building new lines through our historical district and through natural wildlife habitats would be detrimental. We've already had multiple deaths from Amtrak trains in our town, we don't want to increase this risk. Our town gets a lot of tourism from our academy and museums, the building of the lines and the lines themselves would change the existing buildings that bring in tourism and education opportunities to our town. We already have issues with summer population congesting our I-95 corridor which in turn congest our only road through town, I feel that the addition of a rail line would only increase congestion.

NEC DEIS Comments - RECORD #2550 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Steven

Last Name : Langlois

Stakeholder Comments/Issues :

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

In my opinion, Option 3 makes more sense as it provides rail access to Hartford and inland populations centers.

NEC DEIS Comments - RECORD #311 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : Carol

Last Name : Lansdale

Stakeholder Comments/Issues :

I am not in favor of option three for the NEC. It would be a disaster for the small Village of Garden City, NY.

NEC DEIS Comments - RECORD #1128 DETAIL

Status : Pending
Record Date : 2/12/2016
First Name : Michael
Last Name : Lanteri

Stakeholder Comments/Issues :

The population will be dropping in the northeast with all the baby boomers retiring and getting out of New England so why do it now? Every one I know as soon as they retire they leave Ct. I cant imagine Boston being any different. I know I am dying to leave. Our school population is even dropping in Old Lyme and we are now stuck paying for a new high school.

NEC DEIS Comments - RECORD #1109 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Keri

Last Name : Lantz

Stakeholder Comments/Issues :

I am absolutely against this plan. It would devastate the town of Old Lyme in many regards. Preserving the history, charm and the business community is what this town is all about. This rail would take all of that away.

NEC DEIS Comments - RECORD #621 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Jack

Last Name : LaRocca

Stakeholder Comments/Issues :

this plan would devastate a small town for the sake of saving a few minutes of time travel.....the costs of construction, environmental impact and social destruction far out weigh the current transportation that is currently in place....planners need to rethink this plan and find an alternative rather than rip through the center of our community.

NEC DEIS Comments - RECORD #1942 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Katherine

Last Name : Larocca

Stakeholder Comments/Issues :

Old Lyme is a beautiful, quiet, oceanside town rich with history and timeless, picturesque beauty. American Impression began in the Lyme area because so many painters and artists flocked to capture these sunlit marshes and light-speckled forests. I strongly encourage you to reconsider the location of these traintracks and do not disturb Old Lyme with new industry and developments. I spent 4 wonderful years at Lyme Academy and my family owns a beach house along the Lyme coast. Preserve the peace, the beauty and the environment; do not build.

NEC DEIS Comments - RECORD #2592 DETAIL

Status : ~~Action Completed~~

Record Date : 2/16/2016

First Name : Danielle

Last Name : Laroche

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 #2585 DETAIL

Status : ~~Pending~~
Record Date : 2/16/2016
First Name : Kevin
Last Name : Laroche
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #677 DETAIL

Status : Action Completed
Record Date : 2/10/2016
First Name : Ellen
Last Name : Larsen
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, |

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 our national treasure.

Sincerely,
ELLEN LARSEN

NEC DEIS Comments - RECORD #460 DETAIL

Status : Action Completed

Record Date : 2/1/2016

First Name : Elin

Last Name : Larson

Stakeholder Comments/Issues :

To Federal Railroad Administration,

Re: NEC Draft Plan, Alternative 1

Old Lyme is a national gem. Nature and man fashioned us to be an iconic New England shoreline town with a setting rich in beauty and culture. With sand bars at the mouth of the Connecticut River, it was never destined to be a port city, but, instead, became the home of sea captains, agriculture, and the home of American Impressionism! It would be terrible to run the railroad right through this historic village.

The map and information you provided to us so late in this process are not specific enough to actually help us understand exactly where the rail would run, so how can we respond other than in the negative?

Traffic on Route 95 in our region is always busy, but on summer weekends it is back to back cars from Exit 70 north with families heading on vacation with their cars loaded with people, belongings, dogs, and bikes. These people are not going to use the train. Widening Rt. 95 from Exit 70 on would seem to make more sense to deal with this pressing problem.

Thank you for reading this.

Sincerely,

Elin Larson

1 Lake Drive

Old Lyme CT 06371

NEC DEIS Comments - RECORD #1240 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Elin

Last Name : Larson

Stakeholder Comments/Issues :

Old Lyme is a national treasure. Nature and man have made it a beautiful, iconic New England coastal gem, a center of culture and historic homes. Surely we can address the transportation needs without destroying the nature of this special place.

NEC DEIS Comments - RECORD #2417 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Steven

Last Name :

Larson

Stakeholder Comments/Issues :

Please do not cut through the heart of Old Lyme CT and Lyme Academy with the current Amtrack expansion plan. Doing so would destroy efforts spanning the lifetimes of several generations which have made this area a unique cultural oasis.

NEC DEIS Comments - RECORD #1139 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Jean

Last Name : Lasser

Stakeholder Comments/Issues :

This is a terrible idea that will wreck the social and economic fabric specifically of Old Lyme and will have serious negative impact on, at the very least, all the surrounding communities, if not all the communities in Connecticut along the northeast corridor. This is a textbook example of robbing Peter to pay Paul.

NEC DEIS Comments - RECORD #2562 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Jeanne

Last Name : Latham

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 Friends of Patuxent is a 501(c)(3), non-profit organization formed in 1992 for the purpose of supporting the missions of the Patuxent Wildlife Research Center (PWRC) and the Patuxent Research Refuge (PRR). The Friends of Patuxent is the principal volunteer organization in support of the Patuxent Research Refuge and Patuxent Wildlife Research Center.

The Friends of Patuxent strongly oppose Alternate 3 in the proposal to expand and modify the Northeast Rail Corridor through this National Wildlife Refuge.

National Wildlife Refuges such as Patuxent Research Refuge are afforded the maximum level of protection of any public lands in the United States. Any plan to "take" such lands for other public purposes requires the highest level of scrutiny and complete consideration of all alternatives. Alternate 3 of the Rail Investment Plan for the Northeast Corridor would eliminate 60 acres of the Patuxent Research Refuge (PRR) including pristine stream, wetland, riparian and forest habitats which are critical to a number of at-risk bird species as well as other important wildlife species.

The refuge is a very valuable wildlife habitat in a heavily developed area. It contains the largest forest block remaining in central Maryland. As others have noted, including the Maryland Ornithological Society, the ecological integrity of this large mostly contiguous forest block is vital to many declining bird species such as Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler. It has also hosted Chuck-Wills-Widow, a very uncommon species in Maryland. Because it serves as a vital habitat for these species, PRR has been recognized in 2006 as an Important Bird Area (IBA).

The original Patuxent Wildlife Research Center, the only wildlife research center of its kind in the U.S., was established in 1936 to support wildlife research, and the Patuxent Research Refuge was designated as a national wildlife refuge in 1973. Patuxent Research Refuge is part of the National Wildlife Refuge system, the mission of which is "conservation, management, and where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations of Americans." PRR has since grown to 12,841 acres.

The Friends of Patuxent do not oppose the improvement of the Northeast Rail Corridor, but we strongly oppose any alternative that would take any portion of the Research Refuge. Federal regulation requires that other alternatives be chosen in preference to the taking of national public lands of the significance of Patuxent Research Refuge. Patuxent Research Refuge, a national wildlife refuge of unparalleled value and importance, must not be compromised. The Friends of Patuxent strongly oppose selection of Alternative 3.

Sincerely,

Jeanne Latham

President, Friends of Patuxent

NEC DEIS Comments - RECORD #2697 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Dan

Last Name : Laudano

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 #3084 DETAIL

Status : Unread

Record Date : 2/17/2016

First Name : Christy

Last Name : Laurence

Stakeholder Comments/Issues :

I am NOT for the plan that wants to bring the rail system through the town of Old Lyme. We have a designated Historic District & a world class museum. This would drastically impact those two entities. Christy Laurence, Real Estate Broker, 8 Stoneleigh Knolls, Old Lyme, CT, 860-235-0104

Sent from my iPhone

NEC DEIS Comments - RECORD #1905 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : John
Last Name : LaViola
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 #1631 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : Ken
Last Name : Lavish
Stakeholder Comments/Issues :

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland, a lover of our state's few remaining wild places and a passionate and clear-eyed supporter of Patuxent Research Refuge and what it stands for 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.

On the surface, 60 acres appears be a trivial amount. To proper value this land one must put it into perspective. In our increasingly human altered environment every unspoiled acre has an exponentially increasing value to remain as it is.

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,
Kenneth Lavish

NEC DEIS Comments - RECORD #2941 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Cynthia

Last Name :

Lawless

Stakeholder Comments/Issues :

This is very secretive and will possible impact the citizens of Milford and Old Saybrook with out any prior notice or environmental studies. I am sure People would like the opportunity to have more information regarding these proposals, and also more time and notice to weigh in.

NEC DEIS Comments - RECORD #1394 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

David

Last Name :

Lawless

Stakeholder Comments/Issues :

Alternative 1 is an abomination! It would destroy Old Lyme-one of the most beautiful towns in New England.
Do NOT pass Alternative 1.

NEC DEIS Comments - RECORD #1814 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Jeanine

Last Name :

Lawrence

Stakeholder Comments/Issues :

I feel that rail service is desperately needed to alleviate our over-crowded highways, and to reduce shipping by eighteen wheel trucks that help cause highway congestion..

NEC DEIS Comments - RECORD #2761 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Sarah

Last Name :

Layton

Stakeholder Comments/Issues :

I strongly oppose the railway being constructed along the shoreline in Connecticut, especially through Old Lyme's historic district. I was raised in Old Lyme and after leaving for several years, I moved back to the area and now work in Old Lyme. This area is such a special and unique place with a long history, and constructing a high-speed railway through the center of it will have disastrous effects on the unique historic elements of the town, as well as the tourism that feeds this small beach town in the summer.

NEC DEIS Comments - RECORD #1503 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Marilyn

Last Name : Lazare

Stakeholder Comments/Issues :

Old Lyme is an elegant residential community.
Extending a noisy railroad through this suburban
area would destroy the historic nature and atmosphere.

NEC DEIS Comments - RECORD #594 DETAIL

Status : ~~Action Completed~~

Record Date : 2/8/2016

First Name : Heather

Last Name : Valudes

Stakeholder Comments/Issues :

Please accept the attached as comments on the NEC Future plan from The Lancaster Chamber of Commerce & Industry, the Economic Development Company of Lancaster and the Lancaster City Alliance.

Thanks for your consideration,

Heather Valudes

Advocacy Director

The Lancaster Chamber of Commerce & Industry

p. 717.397.3531 x 171

f. 717.293.3159

www.lancasterchamber.com<<http://www.lancasterchamber.com/>>

[fb]<<http://www.facebook.com/LancasterChamberLCCI>> [twitter] <https://twitter.com/Lanc_chamber>

[linkedin-icon-email] <http://www.linkedin.com/groups?gid=1835522&trk=hb_side_g>

Attachments : NEC Future Letter - 2.8.16.pdf (165 kb)



February 8, 2016

NEC FUTURE

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

RE: NEC FUTURE Planning Process, Tier 1 Draft Environmental Impact Statement

To Whom It May Concern:

The Lancaster Chamber of Commerce & Industry, the Economic Development Company of Lancaster County and the Lancaster City Alliance wish to submit joint comments on the NEC FUTURE plan.

Lancaster County's ability to connect with a highly functional rail line is critical for the success of our County and region. Year over year, ridership on the Keystone Corridor connecting Harrisburg and Lancaster to Philadelphia and New York is increasing and investment is needed to ensure future growth of intercity passenger rail.

While Lancaster is only tangentially connected to the NEC, we strongly favor a plan that supports investment in railway infrastructure, enhances connectivity, accommodates for future capacity, improves travel time, reduces environmental impacts and supports continued economic growth in the Northeast region.

Our ability to connect knowledge-based individuals to points throughout the Northeast region, through a system that is convenient and reliable positions us for further economic growth. Our organizations jointly support an action alternative that goes beyond just maintaining the role of rail. Alternative 2 and Alternative 3 that look to grow the role of rail service and transform it into the dominant choice for travel better align with our vision.

The Keystone Corridor, and Lancaster County, will be much better served by a network that is optimally effective and efficient. Investments that would better connect our more than 500,000 residents to major metropolitan regions in the northeast – from Washington, DC to Boston, and inclusive of a connection to Philadelphia International Airport – are critical for providing high-quality service to smaller markets. We are particularly interested in alternatives 2 and 3 inclusion of pulse-hub operations that would better connect the Philadelphia 30th Street Station with Intercity-Express, Metropolitan, Keystone Corridor and Atlantic City trains and provide transfer opportunities every 30 minutes during the peak period.

Lancaster County is a growing community and our employers' ability to market Lancaster as an area that can quickly and conveniently connect to the majority of the Northeast is not only good for business connections, but is essential for attracting and retaining talent in our area.

We strongly believe that now is the time to invest in the NEC in order to provide connectivity and support the Keystone Corridor's goals to enhance transit service while strengthening the communities served by the line.

Thank you for the opportunity to comment.

Sincerely,



Thomas T. Baldrige
President & CEO
The Lancaster Chamber



Lisa Riggs
President
Economic Development Company



Bob Shoemaker
President & CEO
Lancaster City Alliance

All right. The next speaker is Sam Gold.

MR. GOLD: Good evening. I'd like to echo a number of the comments from before about the quality of this report. It's been a pleasure being involved in this process over the years.

I'm coming to you now as the Director of the Lower Connecticut River Valley Council of Governments. Previously I've been here representing a different council of governments.

The Lower Connecticut River Valley covers the 15 towns of Middlesex County, plus the towns of Lime and Old Lime. In my brief reading of this overview -- which I have not had a chance to read the whole report yet, but we will be getting written comments to you by the end of January -- there are a couple of items that I want to bring to your attention.

The first item was the exclusion of Middlesex County in the list of counties that might be impacted by environmental and cultural impacts of the proposals, particularly for the closer-in inland bypass from Old Saybrook to Rhode Island. That would necessitate construction of a new bridge. The River Cog, as we call it, is the host to the Connecticut River Gateway Commission, which is a unique commission in the state of Connecticut that has authority over viewsheds and protecting the viewsheds from the Connecticut River.

The Connecticut River has very important ecological and also cultural significance. The Florence Griswold Museum is nearly adjacent to where this new bridge could be located. That's the home of American Impressionism from the late 19th century and early 20th century. They came to Old Lime particularly because of the light and the scenery at the river. So that's something that we would be concerned about in the construction of a new bridge in that location.

Furthermore, I would like to echo concerns voiced by previous speakers about a further inland route generating sprawl along that corridor. And also I have concern of whether, based on the previous track record of Amtrak over the last 45 years being able to maintain existing facilities it has, whether they would be able to maintain in the future a new spine and major new significant infrastructures.

We currently -- my region is home to the Connecticut River Bridge, which needs to be replaced but currently does not have the funding to fully do so. So that is a bridge that is well overdue for replacement, and we currently don't have enough funding to replace it.

So my concern if a second spine is built: Would there be money to maintain this in a good state of repair when we can't maintain the current Northeast Corridor to the state

of good repair that we would like it to be maintained to?

So I will be getting you written comments by the end of January, and thank you again for coming back.

MS. SIEGEL: Thank you.

That is all the people that I have signed up to speak. Is there anybody who did not sign up who would like to speak at this time?

NEC DEIS Comments - RECORD #2183 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : Ryan

Last Name : Lebel

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 #499 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Ted

Last Name : LeBlond

Stakeholder Comments/Issues :

More and faster Acela service please!

NEC DEIS Comments - RECORD #1555 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Emily
Last Name : Lebovitz-Miller
Stakeholder Comments/Issues :

The proposal to route AmTrak high speed trains in the northeast corridor through Old Lyme is horrible. The center of Old lyme is a pristine village that has maintained it's serene nineteenth century character. The proposal to bring trains through the center would destroy its character. Technology and greed have destroyed much of the natural beauty of this country. The need to shave a few minutes off a train ride should not be the cause of destroying a village like Old Lyme. I would urge all who participate in this decision to visit The center of Old Lyme, stroll along Lyme street, take in the beauty of the remaining architectural gems and gardens, and listen to the birds before making a decision that could irreversibly destroy such a historic location.

NEC DEIS Comments - RECORD #2034 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

William

Last Name :

Lechause

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 #837 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Barton

Last Name :

Lee

Stakeholder Comments/Issues :

please complete this massive project as soon as possible.

NEC DEIS Comments - RECORD #1696 DETAIL**Status :**

Unread

Record Date :

2/15/2016

First Name :

Denise

Last Name :

Lee

Stakeholder Comments/Issues :

I am hugely in favor of expanding rail service in the New England/Northeast area, as distance driving is becoming more tedious and difficult as I age. The potential for easy access to rail service in and beyond New England is extremely appealing and is definitely a quality of life issue! Sadly, though, Alternative 1 will not benefit to those of us living here in southeastern CT, especially in the Old Lyme area. In fact, our quality of life would surely decline as a result of the loss of so many of our community's assets. The geographic, geologic and historical significance of this community should merit more consideration, as should the human beings living here. There will undoubtedly be more pragmatic comments made by others than mine; but, please consider my heartfelt concerns for our quality of life.

NEC DEIS Comments - RECORD #1074 DETAIL

Status : ~~Action Completed~~

Record Date : 2/12/2016

First Name : Larry

Last Name : Lee

Stakeholder Comments/Issues :

I would like to express my deep concern about the possibility of Alternative 1 actually moving forward. That plan would devastate much of the business and historic sections of Old Lyme. We don't have much to begin with and running a rail line right through the middle of it is a ludicrous idea.

Please remove Alternative from consideration.

Thank you,

Larry Lee

~~45 Grassy Hill Rd.~~

Old Lyme, CT 06371

NEC DEIS Comments - RECORD #1062 DETAIL

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

To whom it may concern,

I was born and raised in Old Lyme, CT. I went through the incredible school system and graduated second in my class. After going off to college in Atlanta, GA and then moving to Boston, MA for work, I eventually got married and my wife and I bought our first house in Old Lyme. We lived on Coult Lane for 4 years and just recently moved to the center of town, to Library Lane.

My wife was raised in Montville, CT but always aspired to live in Old Lyme. She dreamed of living in such a beautiful town.

Old Lyme is in my blood. I left for several years but in my mid-30s, beginning to raise a family, there was no other place I would want to live. My parents can relate. My dad was born and raised in East Lyme, CT and my mother is from Massachusetts. In the early 1980's, they scraped together their savings and purchased one of the smallest, run-down houses in Old Lyme. It was what they could afford, but they wanted to live in this town and raise their children here.

Why am I telling you this? Because Old Lyme is a different kind of town. It has a special "something" that in my nearly 40 years of living I have never felt even remotely anywhere else. Our town population triples in the summertime because of our incredible shoreline communities. We're on the mouth of the CT river and we care about that. We nurture the estuaries and we have hiking trails all over town. Our residents care about being outside and enjoying where we live.

We rally together for our annual Memorial Day Parade down Lyme Street. We come together in the center of town for the annual Midsummer Festival where the best parts of our community are on display, from farm stands to local artisans and children's events at the Florence Griswold Museum to local musicians playing free outdoor concerts. The center of town is the place to be for hundreds of children on Halloween.

My wife and I just endured an incredibly strenuous home-buying process in order to move to Library Lane, which is right down the street from your proposed re-routed rail through town. This part of town has a magic to it.

We endured this stressful house purchase because we strived to be able to walk to the library. We can walk to the Chocolate Shell, which has been selling amazing candy treats since I was a young boy scraping together the change in my pockets to buy a single gummy worm. We walk to the Lymes Youth Service Bureau to bring our young son to his first classes there. We hope he will someday be an active member contributing to his community.

You can't put a price on this. This feeling, this magic, is unique to Old Lyme, and especially to this central part of our small town.

I don't have all the facts and figures about this project but I do know that the proposed railway would cut right through the middle of everything I spoke of above. And that includes the intangible sentiment of what the center of Old Lyme means to people, and has meant to our residents for hundreds of years.

Please consider other options.

Sincerely,
Ryan Lee

10-1 Library Lane, Old Lyme, CT

NEC DEIS Comments - RECORD #2464 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Peggy

Last Name : Leeson

Stakeholder Comments/Issues :

I strongly oppose the Plan me to reroute the train tracks through Old Lyme and the river and marsh area .
I would think that in light of rising sea waters a more inland route would make much more sense.

NEC DEIS Comments - RECORD #1794 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : marguerite

Last Name : lefurge

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 #1537 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Mary

Last Name : Leger

Stakeholder Comments/Issues :

NOT through the Historic District of Old Lyme. This should not even be a consideration. We protect environments of endangered species (Bald Eagles) yet disrespect human habitats - historic Old Lyme - absolutely shameful. Is the benefit (minutes gained) worth the loss of natural environment and history? Having commuted many years to Manhattan aboard MetroNorth I vote absolutely NO to any proposal for train tracks that traverse any part of historic Old Lyme.

NEC DEIS Comments - RECORD #351 DETAIL

Status :

Action Complete

Record Date :

1/28/2016

First Name :

Eric

Last Name :

Lehman

Stakeholder Comments/Issues :

I urge you to change your route for the high speed rail so that it does not impact the Connecticut River estuary, and does not require the Lyme Art Academy campus to be destroyed. As a historian and constant booster of Connecticut and our quality of life, I am shocked, quite frankly, that such a plan would be approved at all. Find another way.

NEC DEIS Comments - RECORD #2877 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Jennifer

Last Name : Leimgruber

Stakeholder Comments/Issues :

I can't imagine a more horrible thought than destroying one of the most beautiful, vibrant, natural bits of the shoreline with yet more train infrastructure. Old Lyme is home to wild birds and other wildlife and **MUST NOT** be destroyed like so many other CT Shoreline towns... No no no no

NEC DEIS Comments - RECORD #346 DETAIL

Status :

Action Completed

Record Date :

1/28/2016

First Name :

Maryclair

Last Name :

Leistman

Stakeholder Comments/Issues :

I am totally against the High Speed Train Proposal "Alternative 3" that would devastate the Garden City community. Putting high speed trains through the middle of residential communities is not acceptable. It is your responsibility to inform the public of how you intend to spend our dollars on such projects and yet I have heard very little about it nor opportunities for public response hence this email.

Maryclair Leistman

Garden City, NY

NEC DEIS Comments - RECORD #2203 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Jason

Last Name : Lemaire

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

O oppose Alternative 1 of 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 #2807 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Andrea

Last Name : Lender

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 #2901 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Margot

Last Name : Lenhart

Stakeholder Comments/Issues :

The highways and railways should be built inland, where they don't have to curve the shore, go over a dozen bridges, and are subject to flooding. Now they want to rip through the historical and cultural charm of the shore as well. Just proves once again that the state ignores the quality of life in southeastern Connecticut. Route it through Hartford.

Tom Lenhart.

MR. LENHART: Good evening, everybody. Thank you for coming out here today.

My name is Thomas Lenhart, and as a commuter to this college every day, it is apparent that there needs to be work done with these bridges and current right-of-way. Any small effect will chew up all traffic behind it. And if we go with Option No. 3, we would be glossing over those current issues altogether for just mere imagery and feasibility.

What we need to do is redo everything, get rid of the chokepoints that we currently do have. On that map, there were three chokepoints in this one section alone, indicating that there are serious problems here for on-time performance and overall speed and reliability. Now it takes just under two hours from New York to New Haven, where it used to be less than an hour and a half.

How can we create tunnels on Long Island Sound or through up-state Connecticut when we have bridges that are easily 110 years old and tunnels under New York City and through it that now have been damaged by Sandy but before that were built during the World War periods?

At this time, while No. 3 is a nice feature, I think we need to focus more on Nos. 1 and 2 at this time. Thank you.

MS. SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1322 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Patricia

Last Name : Lenihan

Stakeholder Comments/Issues :

The Tier 1 impact proposal demonstrates lack of clear thought of planning for the immediate and future impact to the town of Old Lyme and the state of Connecticut.

NEC DEIS Comments - RECORD #1742 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Kate

Last Name : Lennard

Stakeholder Comments/Issues :

It would devalue Old Lyme beyond measure.

NEC DEIS Comments - RECORD #2553 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Stacey

Last Name : Leonardo

Stakeholder Comments/Issues :

The Tier 1 Draft EIS is the worst idea I have ever heard. Old Lyme is a historic district that is an important hub for cultural events and is an area that brings tourists to the region. Let's not forget that it's an area with schools and homes that this horrible plan will adversely affect the citizens that reside and visit here.

Destroying a populated town for a train is shortsighted and a terrible idea. Whoever came up with this ridiculous plan obviously never came to the area to see the lovely town they are planning on destroying.

I highly suggest you come up with a new plan that actually makes sense, because this one should have never been considered in the first place.

NEC DEIS Comments - RECORD #88 DETAIL

Status : Pending

Record Date : 12/23/2015

First Name : Gene

Last Name : Little

Stakeholder Comments/Issues :

Can you please tell me the names of the "Consultants" who actually performed the Tier I Draft EIS?

NEC DEIS Comments - RECORD #831 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Joan & Ken

Last Name : Levin

Stakeholder Comments/Issues :

We live in the village of Old Lyme and didn't know of the NEC FUTURE's horrific plans for our town until a few days ago. Your intention of ruining an historic village is unthinkable. Please, please consider another alternative.

NEC DEIS Comments - RECORD #437 DETAIL

Status : Action Completed

Record Date : 1/31/2016

First Name : Richard

Last Name : Levin

Stakeholder Comments/Issues :

In option three all the new tunnels to Manhattan should not go to Penn Station. Most of the traffic from NJ is commuters and they are destined for the office district further north. Thus if that major amount of construction is to be done a new station in the 50s would make much more sense. Penn Station is already crowded and even the Farley plan won't do that much to improve things. Plus this creates more redundancy if something should happen.

NEC DEIS Comments - RECORD #182 DETAIL

Status : Pending

Record Date : 1/14/2016

First Name : David

Last Name : Levitz

Stakeholder Comments/Issues :

There seems to be confusion regarding alternative 3. Most in CT, including WNPR think it's all or nothing and not an amalgam or one of the sub categories within in Alt. 3 (3.1, 3.2, 3.3, 3.4). Would it be possible to further define?

NEC DEIS Comments - RECORD #34 DETAIL**Status :** Unread**Record Date :** 12/2/2015**First Name :** David**Last Name :** Levitz**Stakeholder Comments/Issues :**

Based on concerns voices in the media about too many stops in-between Boston and NYC, I would ask that your presentation include how NEC/FRA could accommodate non stop trains from Boston to NYC. I'm sure NEC/FRA has the answer to scheduling and performance. But I would be interesting in knowing if this is a reasonable scheduling solution...lets say the first trains leave Boston AND NYC bound for NYC AND Boston at 5:45am. More than likely these trains will be full so they will be direct. Second trains leave Boston AND NYC at 5:50 with a designated stops in Hartford. Third trains leave Boston AND NYC at 5:55am with planned stops in Worcester, Waterbury and Danbury; respectively. Or having a rail switch at station allowing for loading and unloading. Are one or both of these methods being considered and if not, what is? Hoping for Alternative 3,
Sincerely, David

NEC DEIS Comments - RECORD #140 DETAIL

Status : Pending
Record Date : 1/12/2016
First Name : David
Last Name : Levitz
Stakeholder Comments/Issues :

Dear FRA/Communication,

We're aggressively working to build a network of landowners, developer and municipalities to connect to the proposed Hartford Station. In doing so, we plan to hep coordinate a vast network of Transit Oriented Developments throughout Hartford County.

Would it be possible to supply a map depicting where the 1,500 ft long, 900 ft wide Station would be? I understand it would be sub-terrian below the proposed Hartford Annex Station but if the FRA/NEC could further detail the positioning, that would help us immensely.

For more info on our Alliance visit: www.HartfordStation.com

Sincerely,
David Levitz

815-830-2571

Hartford Business Park

NEC DEIS Comments - RECORD #2876 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : John

Last Name : Levonick

Stakeholder Comments/Issues :

I would like to learn more.

NEC DEIS Comments - RECORD #1912 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Eli

Last Name : Levy

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 #277 DETAIL

Status : Action Completed

Record Date : 1/25/2016

First Name : Ann

Last Name : Lewandowski

Stakeholder Comments/Issues :

Would love to see a transit line opened from Middletown, Delaware to Newark, Dover, and Wilmington.

NEC DEIS Comments - RECORD #12 DETAIL

Status : Action Completed

Record Date : 11/12/2015

First Name : Joseph

Last Name : Lewerk

Stakeholder Comments/Issues : To whom it may concern, In regard to your current study of the environmental impact of various options for passenger rail transportation in the northeast, please let me express my belief that it would be best to pursue alternative 3 that transforms the role of rail by becoming a dominant mode choice for travel in the Northeast. Given the population density of the region and the need to maintain if not improve its environmental quality this is the best way forward especially if it is coupled with transit oriented and in-fill development. Thank you for your consideration.

Sincerely, Joseph P. Lewerk

Kendal Rd, Weston, CT 06391 (860) 822-8994 Cellular (860) 334-5282
5282jplewerk@yahoo.com

Attachments : LewerkJoseph_Original.pdf (4 kb)

NEC DEIS Comments - RECORD #12 DETAIL

Status : Pending

Record Date : 11/12/2015

First Name : Joseph

Last Name : Lewerk

Stakeholder Comments/Issues : To whom it may concern, In regard to your current study of the environmental impact of various options for passenger rail transportation in the northeast, please let me express my belief that it would be best to pursue alternative 3 that transforms the role of rail by becoming a dominant mode choice for travel in the Northeast. Given the population density of the region and the need to maintain if not improve its environmental quality this is the best way forward especially if it is coupled with transit oriented and in-fill development. Thank you for your consideration.

Sincerely, Joseph P. Lewerk

[REDACTED] Lisbon, CT 06351 (860)822-8984 Cellular (860)334-5282jplewerk@[REDACTED]

NEC DEIS Comments - RECORD #3056 DETAIL

Status :

Unread

Record Date :

2/16/2016

First Name :

Beverly

Last Name :

Lewis

Stakeholder Comments/Issues :

Don't do it.

NEC DEIS Comments - RECORD #1940 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Nathan
Last Name : Lewis
Stakeholder Comments/Issues :

I am opposed to the proposal as it will destroy the campus of Lyme Academy College of Fine Arts.

NEC DEIS Comments - RECORD #735 DETAIL

Status : Action Complete

Record Date : 2/10/2016

First Name : Orville C.

Last Name : Lewis

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,
Orville C. Lewis

NEC DEIS Comments - RECORD #2046 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Stacey

Last Name :

Lewis

Stakeholder Comments/Issues :

Dear Federal Rail Admin,

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

Sincerely,

Stacey Lewis

At this point I am going to call the first speaker, James Li.

MR. LI: Yes.

THE MODERATOR: Come on up, James.

MR. LI: Yes.

THE MODERATOR: The mic is yours.

MR. LI: Good evening. My name is James Li. I'm with
Community Alternatives.

I support alternate plan number one and number two. The Long Island access is not a good idea because I live near -- I live in Kew Gardens, and I have people that live in Glendale and Richmond Hill, and they go to church there and they said like a lot of diesel trains are keeping them awake overnight. So what I support is like two tunnels under the Hudson river and the additional of three to four -- track three and track four along the corridor between Boston and Washington, just increase service. That's what I support.

Thank you very much.

THE MODERATOR: Thank you very much.

MR. LI: Okay.

THE MODERATOR: Thank you, James.

MR. LI: You're welcome.

NEC DEIS Comments - RECORD #1807 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Jiajuan

Last Name :

Liang

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 #3012 DETAIL**Status :**

Unread

Record Date :

2/16/2016

First Name :

Denise

Last Name :

Liberton

Stakeholder Comments/Issues :

A strong investment to transform the NEC with alternative 3 is the best option. With increasing population growth and climate change, there is a need for more efficient rail options, especially as cities attempt to reduce car ownership. As a millennial, I already frequently travel throughout the NEC via Amtrak. Increasing the number of trains and decreasing the travel time, especially between DC/Boston, makes those trips much more feasible by rail than current options. At minimum, we need growth as indicated in alternative 2.

NEC DEIS Comments - RECORD #1759 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Nicholas

Last Name : Licht

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 #1856 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : John
Last Name : Lidstrom
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 #1481 DETAIL**Status :**

Action Completed

Record Date :

2/14/2016

First Name :

Alexandra

Last Name :

Lieberman

Stakeholder Comments/Issues :

Alternative 1 makes no sense whatsoever. Alternatives 2 and 3 have a much larger positive impact on a much larger group of people and have a much better economic development impact. All alternative 1 does is ruin a beautiful part of Connecticut. Alternatives 2 and 3 include Hartford and inject much needed connectivity to central ct.

NEC DEIS Comments - RECORD #1954 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Laureen
Last Name : Ligon
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 #1243 DETAIL

Status : Pending
Record Date : 2/14/2016
First Name : Robin
Last Name : Linares
Stakeholder Comments/Issues :

Do not do this!!

NEC DEIS Comments - RECORD #2223 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Patricia
Last Name : Lincoln
Stakeholder Comments/Issues :

Please reconsider any plans to use the shorelines especially in Old Lyme for rail system proposals through the art campus.

NEC DEIS Comments - RECORD #1019 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Karl

Last Name : Lindblad

Stakeholder Comments/Issues :

SUBJ: NEC Tier 1 Draft EIS

Full support for Alternative #2. Appears to be the best bang for the buck. Serious leap in service from Alt #1, with great benefits.

Alt #3 over Alt # 2 is way too costly and does not get much better speed or throughput.

Using Alt # 2 we get an improved system in today's technology plus a view to future innovations without overspending.

NEC DEIS Comments - RECORD #2234 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Elizabeth

Last Name : Lindholm

Stakeholder Comments/Issues :

I am opposed to having a railroad go through the UNH satellite campus in Old Lyme, CT.

NEC DEIS Comments - RECORD #832 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Thomas

Last Name : Linell

Stakeholder Comments/Issues :

The NEC should be expanded to include a Boston South Station-North Station rail link and a revival of Boston to Montreal passenger rail service, via Concord, N.H. and over the Northern Railroad to White River Junction Vermont. From W.R.J. the service would continue over existing Amtrak route.

NEC DEIS Comments - RECORD #2474 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Karen

Last Name : Lipeika

Stakeholder Comments/Issues :

Please do not put alternative 1

Rail line in downtown Old Lyme and ruin our historical landmarks.

NEC DEIS Comments - RECORD #1389 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Katen

Last Name : Lipp

Stakeholder Comments/Issues :

Please don't consider redirecting Amtrak through the historic area of Old Lyme. If the contract had originally gone to UTC and the proposed turbo train that would have been made here in America instead of the electric powered Acela built in France, this would not be an issue. The views of the water would never have been impacted and the speeds of the trains would have been faster.

NEC DEIS Comments - RECORD #1389 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Katen

Last Name : Lipp

Stakeholder Comments/Issues :

Please don't consider redirecting Amtrak through the historic area of Old Lyme. If the contract had originally gone to UTC and the proposed turbo train that would have been made here in America instead of the electric powered Acela built in France, this would not be an issue. The views of the water would never have been impacted and the speeds of the trains would have been faster.

NEC DEIS Comments - RECORD #72 DETAIL

Status : Pending

Record Date : 12/15/2015

First Name : Yair

Last Name : Listokin

Stakeholder Comments/Issues :

I strongly support Alternatives 1 or 2. I think Alternative 3 is a time wasting pipe dream.

NEC DEIS Comments - RECORD #1667 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

John

Last Name :

Listorti

Stakeholder Comments/Issues :

While I am in favor of improved rail service in the area including old Lyme, ct, I am NOT in favor of the destruction of historic buildings, etc that are part of the proposed Alternative 1.

NEC DEIS Comments - RECORD #864 DETAIL

Status : Action Complete

Record Date : 2/11/2016

First Name : David

Last Name : Littlefield

Stakeholder Comments/Issues :

Tier 1 is a bad idea! It would gut the economic district of Old Lyme and would due damage to the local environment. Also it would damage the historic district and change the culture of t town. It would destroy a town that is nearly 400 years old. Stop the stupidity. Stop the rail plan of Tier 1.

NEC DEIS Comments - RECORD #998 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Helen

Last Name : Liversidge

Stakeholder Comments/Issues :

I have just read about a proposal to build a rail line along the northeast corridor between Washington and Baltimore that would take 60 acres of streams, wetlands and forest from the Patuxent Wildlife Refuge. This would do irreparable damage to birds and other wildlife that are already struggling to survive in this heavily developed area.

Additionally, one of the daunting tasks for humans is how to keep global warming from getting out of control and so making Planet Earth uninhabitable for humans. Places like the Patuxent Wildlife Refuge are critical to this effort. Please do not consider taking even one acre from this valuable refuge.

Sincerely,

Helen L. Liversidge
Sandy Spring, Md. 20860

cc. dcurson@audubon.org

NEC DEIS Comments - RECORD #2395 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Alexis

Last Name : LLanos

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 #830 DETAIL

Status :

Action Complete

Record Date :

2/11/2016

First Name :

Laura

Last Name :

Lofstad

Stakeholder Comments/Issues :

I strongly oppose alternative I plan which would go right through the heart of Old Lyme CT and the heart of the residents of this town. Our history and culture would be destroyed. This community has long been an important art destination and the home of American Impressionism. History and culture should be preserved at all cost. Do you really need to destroy our town for the sake of saving 30 minutes? Yes train travel is important and surely there are other alternative routes that will not destroy our town. Look to Europe, they manage to have high speed railroads without destroying history and culture.

Thank you for considering my opinion.

Laura J. Lofstad

NEC DEIS Comments - RECORD #2366 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Olwen

Last Name : Logan

Stakeholder Comments/Issues :

Although I am a huge advocate of rail travel, having grown up in Europe where we take train transportation for granted, I strongly oppose the NEC Future Alternative #1. This plan 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. It then travels 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. It seems that 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 rail track through that sector of town would be totally devastating for our community, effectively destroying its very heart.

This plan would have 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 which is officially designated one of the “Last Great Places.”

There will be untold damage to the storied structures on Lyme Street and irreplaceable buildings will either be completely destroyed or permanently scarred by this new train track construction. Many of them are either National Historic Landmarks or on the National Historic Register.

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.) It is impossible to imagine Lyme Street with a high speed railroad running across it ...

Bearing in mind that you can already travel from London to Paris (286 miles) in 2 hours and 15 minutes, after the new track is functional, 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. \$60 billion is an awful lot of money to spend to reduce our travel time to DC by 30 minutes.

I could continue for pages but I'll just say simply that this proposal is so terrible for Old Lyme that it is quite simply unbelievable.

I urge you to please reconsider the Alternative #1 route. Thank you.

NEC DEIS Comments - RECORD #2224 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Levi
Last Name : Lomasky

Stakeholder Comments/Issues :

Rail is already heavily subsidized and there are few to no railroads that have stayed solvent, despite this tax aid. To use these subsidies to further increase the presence of expensive infrastructure, while destroying landmarks, such as the UNH art school in Old Lyme is unconscionable. Please do not undertake this project. Rail has been a financial dead end in countless countries around the world. If this project did not require subsidization and was part of a company that didn't require subsidies and would not result in terrible destruction of cultural assets, it would be another story, but, as it stands, this appears to be a fool's errand.

NEC DEIS Comments - RECORD #3017 DETAIL

Status : Unread

Record Date : 2/16/2016

First Name : A

Last Name : Long

Stakeholder Comments/Issues :

As a frequent rail traveler along the Northeast corridor, I am aware that improvements to service are certainly needed -- but not at the expense of an historic town. The proposed plan to situate expanded high speed rail lines through Old Lyme, CT must NOT be accepted.

NEC DEIS Comments - RECORD #1666 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

David

Last Name :

Long

Stakeholder Comments/Issues :

The plan to run the railroad directly through the heart of Old Lyme,CT would destroy the town, the Art Academy, Florence Griswold Museum and many fine homes not the mention the environmental impacts. Old Lyme is a town of historic value good back to fifteen years after the Mayflower landed in the 1600's. We citizens of Old Lyme can not let this happen.

NEC DEIS Comments - RECORD #2405 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Mary Louise

Last Name : Long

Stakeholder Comments/Issues :

Please do not send this rail through our history, especially the Lyme Academy.

The next speaker is Dominick Longobardi; close?

MR. LONGOBARDI: Perfect.

THE MODERATOR: Oh, you can correct it.

MR. LONGOBARDI: Thank you very much.

I appreciate that. Most people don't get it right.

Thank you.

Good afternoon and thank you so much for having this today.

My name is Dominick Longobardi. I'm a Village Trustee in the Village of Floral Park. With me is Dr. Lynn Pombonyo, (phonetic) also on our Village Board and the former Superintendent of our School District.

We'd like to submit the following comments as part of the record if we could.

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

At the outset, the NEC Future Investment Plan, put forth by the Northeast Corridor by the Federal Railroad Administration, is commendable in that it will encompass both passenger and freight systems, as well as the coordination of 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 expanded population and address the movement of freight, as well as rail -- as well -- as well as from the 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 Long Island Railroad Hempstead branch.

The Incorporated Village of Floral Park must vigorously object to Alternative 3 -- 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 to the densely populated areas also along -- and every Long Island community throughout 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 loss of property within the village. That property will be residential homes, 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 these 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 effects on the business owners, as well as the viability of our business district.

If the aerial structure is to be located along the Long Island Railroad 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 these 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 the remaining property values, harm to local businesses, disruption to two public grammar schools' operations, disruptions to 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 these reason delineated above, the Incorporated Village of Floral Park, hereby objects to the inclusion of Alternative 3 as a viable option of the Federal Railroad Administration's NEC Future Rail Investment Plan for the Northeast Corridor, Tier 1 Draft Environmental Impact Statement.

Again, thank you so much for listening to us.

We are very, very appreciative of that.

And thank you for giving us the time to -- to let us know. I do have written copies.

THE MODERATOR: That would be great.

Thank you very much.

MR. LONGOBARDI: Thank you again.

THE MODERATOR: Thanks a lot.

NEC DEIS Comments - RECORD #2785 DETAIL

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

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

Dear FRA Administrator:

Attached you will find the NEC Future impact statement offered on behalf of the Incorporated Village of Floral Park, One Floral Blvd., P.O. Box 27, Floral Park, NY 11002 at the January 12, 2016 FRA public hearing held in Mineola, NY. The statement was presented by Village Trustee Dominick Longobardi with Trustee Dr. Lynn Pombonyo and a number of Floral Park residents also in attendance.

We are now taking the opportunity to offer additional public commentary:

- The Village of Floral Park is appreciative of the two-week extension of the comment period through February 16, 2016.
- The Village of Floral Park objects to the difficulty of access to details pertaining to Alternative Three: Transformation, in particular, its impact on Floral Park and the surrounding communities.
- The two January 12th public hearings in Mineola, NY were not well-publicized or well-attended in spite of the significant regional concerns regarding this project. It is important to note that 2.8 million people reside in Nassau/Suffolk Counties on Long Island, yet only two public hearings were held in central Nassau County on the same night. This would have forced most Suffolk County residents to travel twenty to ninety miles to attend the closest hearing.
- Attendees at the Mineola hearings were angered upon learning that the FRA representatives, while cordial and respectful, would not respond to questions from the audience.
- While the NEC Future website is very comprehensive, it is difficult to find specific details about the Alternative Three scope as it impacts on specific areas of Long Island. The online Mapping Atlas is difficult to read because the print is so small, and readers do not appear able to enlarge or print the maps to determine the precise paths of the projects under consideration.

We ask that you consider the attached impact statement submitted by the Incorporated Village of Floral Park as well as the serious concerns regarding communication to the public expressed herein. We are hopeful that, as further NEC Future details emerge, the FRA will use all means possible to publicize that information as well as provide greater access to informational meetings and public hearings.

Thank you.

Sincerely,

Dominick A. Longobardi, Trustee
Dr. Lynn Pombonyo, Trustee
Incorporated Village of Floral Park

Sent via the Samsung Galaxy Note® II, an AT&T 4G LTE smartphone

MAYOR
THOMAS J. TWEEDY

TRUSTEE
JAMES E. RHATIGAN

TRUSTEE
DOMINICK A. LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
Dr. LYNN POMBONYO



VILLAGE ADMINISTRATOR
GERALD BAMBRICK, ESQ.

VILLAGE CLERK
SUSAN E. WALSH

SUPERINTENDENT PUBLIC WORKS
STEPHEN L. SIWINSKI

SUPERINTENDENT BUILDINGS
STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEVEN MAJLISTER

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.

NEC DEIS Comments - RECORD #2756 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Deborah

Last Name : Loper

Stakeholder Comments/Issues :

This will destroy what families have worked a lifetime to do for their loved ones.

NEC DEIS Comments - RECORD #196 DETAIL

Status : Pending
Record Date : 1/19/2016
First Name : Andrew
Last Name : Lopez
Stakeholder Comments/Issues :

Dear Rebecca Reyes-Alicea, Department of Transportation, and Federal Railroad Administration,

I am writing to submit my public comment regarding Tier 1 Draft EIS of the NEC Future plan. I have lived and worked in New London, CT for two years, where, for political and environmental reasons, I walk to work and walk to do my shopping. I have been riding trains throughout the northeast corridor for 30 years, notably when I travelled back and forth between Philadelphia and Montreal for graduate school, and presently between New London and Philadelphia to visit friends and family as often as possible, as well as regular trips between Boston, New York, Philadelphia and New London for various reasons personal and professional.

I want my comments to resonate with those of the kind folks who attended the public hearing in Hartford on 13 January 2016, and who were good enough to submit comments for the record. I really appreciate the comments they made and I will attempt to echo them by re-emphasising a few points that are most important to me:

-
In principle, I am most interested in Alternative 3, because it concerns itself with transforming our transportation environment in the NEC, which, based on my ideas here, seems necessary.

-
It is clear that in Connecticut one is expected to have a car if you intend to get around, which is so stupid. This car culture is dangerous, environmentally backwards, and counterproductive to the prospect of leading a safe, sane, and healthy lifestyle, especially one that is concerned about climate change, keeping fossil fuels in the ground, and with the rapid expansion of alternative energies and transportation that will be crucial to the viability of our livelihoods in the unpredictable years ahead.

-
Bicycles and biking should be factored into the heart of any NEC Future plan, including guaranteeing that bicycles are welcome on all trains, long

term weather-proof bicycle parking is offered at all train stations, and bicycle lanes and routes are part of the design of any new work not just on train lines, but on roads and routes connecting or leading to train stations or other forms of public transit.

If changes or repairs need to be made to I-84, I-95, and/or any other major roadways in the years ahead, and we know they do, then this work should attempt to complement the NEC Future plan, and should similarly put bicycles, biking, and scenic pedestrianism at its heart.

As the average age of the population rises, as more individuals and families with the means to do so choose to leave the state, as weather becomes more extreme and erratic, and as we plan to scale back our reliance on fossil fuels in accordance with climate science and the recent climate agreement in Paris, options for alternative modes of transportation will become increasingly important. In order for our communities to find a way forward, regional rail together with regional bicycle routes could make Connecticut an attractive place to live and work. We should lead by example and show the nation what a transformed regional transportation system can do to revitalize communities in the age of a changing climate.

Many thanks for your consideration. I look forward to the next phase of the NEC Future plan.

Sincerely,

Andrew Lopez

[REDACTED]

[REDACTED]

[REDACTED]

18 January 2016

Andrew Lopez

[REDACTED]
[REDACTED]
[REDACTED]

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

Dear Rebecca Reyes-Alicoa, Department of Transportation, and Federal Railroad Administration,

I am writing to submit my public comment regarding Tier 1 Draft EIS of the NEC Future plan. I have lived and worked in New London, CT for two years, where, for political and environmental reasons, I walk to work and walk to do my shopping. I have been riding trains throughout the northeast corridor for 30 years, notably when I travelled back and forth between Philadelphia and Montreal for graduate school, and presently between New London and Philadelphia to visit friends and family as often as possible, as well as regular trips between Boston, New York, Philadelphia and New London for various reasons personal and professional.

I want my comments to resonate with those of the kind folks who attended the public hearing in Hartford on 13 January 2016, and who were good enough to submit comments for the record. I really appreciate the comments they made and I will attempt to echo them by re-emphasising a few points that are most important to me:

- In principle, I am most interested in Alternative 3, because it concerns itself with transforming our transportation environment in the NEC, which, based on my ideas here, seems necessary.
- It is clear that in Connecticut one is expected to have a car if you intend to get around, which is so stupid. This car culture is dangerous, environmentally backwards, and counterproductive to the prospect of leading a safe, sane, and healthy lifestyle, especially one that is concerned about climate change, keeping fossil fuels in the ground, and with the rapid expansion of alternative energies and transportation that will be crucial to the viability of our livelihoods in the unpredictable years ahead.
- Bicycles and biking should be factored into the heart of any NEC Future plan, including guaranteeing that bicycles are welcome on all trains, long term weather-proof bicycle parking is offered at all train stations, and bicycle lanes and routes are part of the design of any new work not just on train lines, but on roads and routes connecting or leading to train stations or other forms of public transit.
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As the average age of the population rises, as more individuals and families with the means to do so choose to leave the state, as weather becomes more extreme and erratic, and as we plan to scale back our reliance on fossil fuels in accordance with climate science and the recent climate agreement in Paris, options for alternative modes of transportation will become increasingly important. In order for our communities to find a way forward, regional rail together with regional bicycle routes could make Connecticut an attractive place to live and work. We should lead by example and show the nation what a transformed regional transportation system can do to revitalize communities in the age of a changing climate.

Many thanks for your consideration. I look forward to the next phase of the NEC Future plan.

Sincerely,

Andrew Lopez



NEC DEIS Comments - RECORD #195 DETAIL

Status :

~~Action Completed~~

Record Date : 1/18/2016

First Name : Andrew

Last Name : Lopez

Stakeholder Comments/Issues :

Dear Rebecca Reyes-Alicea, Department of Transportation, and Federal Railroad Administration,

I am writing to submit my public comment regarding Tier 1 Draft EIS of the NEC Future plan. I have lived and worked in New London, CT for two years, where, for political and environmental reasons, I walk to work and walk to do my shopping. I have been riding trains throughout the northeast corridor for 30 years, notably when I travelled back and forth between Philadelphia and Montreal for graduate school, and presently between New London and Philadelphia to visit friends and family as often as possible, as well as regular trips between Boston, New York, Philadelphia and New London for various reasons personal and professional.

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In principle, I am most interested in Alternative 3, because it concerns itself with transforming our transportation environment in the NEC, which, based on my ideas here, seems necessary.

It is clear that in Connecticut one is expected to have a car if you intend to get around, which is so stupid. This car culture is dangerous, environmentally backwards, and counterproductive to the prospect of leading a safe, sane, and healthy lifestyle, especially one that is concerned about climate change, keeping fossil fuels in the ground, and with the rapid expansion of alternative energies and transportation that will be crucial to the viability of our livelihoods in the unpredictable years ahead.

Bicycles and biking should be factored into the heart of any NEC Future plan, including guaranteeing that bicycles are welcome on all trains, long term weather-proof bicycle parking is offered at all train stations, and bicycle lanes and routes are part of the design of any new work not just on train lines, but on roads and routes connecting or leading to train stations or other forms of public transit.

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As the average age of the population rises, as more individuals and families with the means to do so choose to leave the state, as weather becomes more extreme and erratic, and as we plan to scale back our reliance on fossil fuels in accordance with climate science and the recent climate agreement in Paris, options for alternative modes of transportation will become increasingly important. In order for our communities to find a way forward, regional rail together with regional bicycle routes could make Connecticut an attractive place to live and work. We should lead by example and show the nation what a transformed regional transportation system can do to

revitalize communities in the age of a changing climate.

Many thanks for your consideration. I look forward to the next phase of the NEC Future plan.

Sincerely,

Andrew Lopez

NEC DEIS Comments - RECORD #1387 DETAIL

Status :

In Reply

Record Date :

2/14/2016

First Name :

Pauline

Last Name :

Lord

Stakeholder Comments/Issues :

I oppose Alternative A because of the impact to downtown Old Lyme and several important museums there.

Come on up, and since I don't have your name on the list, just make sure you give it to us clearly when you get to the mic.

MR. LOUIS: Hi. John Louis, Sierra Club
Massachusetts, Greater Boston.

We have been working on aspects of this for some time now. The thing to remember is, you start -- you get on a train in Washington and it goes under the city; comes to Philadelphia, goes under the city; comes to New York, goes under the city.

You come to Boston, you know, that's it: South Station. You can enlarge South Station all you want, but it won't make any difference.

We're very, very interested in having this north-south railway be the big thing that would work that would bring us into the 21st century. Okay.

MS. SIEGEL: Thank you.

Are there any other public comments? (No response)

At this point, if there is no one else who would like to make a public statement, I'm going to close the hearing. I just will remind everybody that you're fully able to comment in any number of ways, either -- the private stenographer is available, and certainly, as we mentioned before, through e-mail, regular mail, also our website has a comment form. So we encourage everybody to comment.

We're very appreciative of you all showing up and telling us how you feel. But certainly encourage your friends and colleagues to do the same, because the FRA wants to hear what people think about NEC Future and the future of the Northeast Corridor.

Also we'll remind people that if you sign up on our website for our e-mail blast list, you'll be updated as things happen. We close the public hearing -- the public comment period at the end of January, and then there will be subsequent events after that. So you'll be able to stay in touch.

I think at this point I will close the public hearing and thank you all for your involvement and coming to this meeting. Thanks. (Applause)

(Whereupon the hearing was
adjourned at 6:44 p.m.)

NEC DEIS Comments - RECORD #1576 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : tim

Last Name : lovejoy

Stakeholder Comments/Issues :

Dear Sirs,

I am writing to tell you that I M against Alternative 1, the adding of high speed tracks from Old Saybrook, through -- and I mean right through Old Lyme -- to New London and Mystic. What you are planning will damage some of the most beautiful part of the Connecticut Coast, and will destroy the handsome town of Old Lyme and the Lyme Academy. I agree that something has to be done about the trains in the Northeast Corridor, but i don't understand why in this day and age it all still has to be run along the coast there. Surely in the age high speed trains it would make more sense to run it through open country in Central Connecticut than through some of the most highly populated areas in New England. Besides, running the train up through Hartford would help that city tremendously. Now it is almost entirely cut off.

Sincerely,

Thomas Lovejoy

[Redacted]
Hadlyme, Ct

NEC DEIS Comments - RECORD #2954 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Donn

Last Name : Lowe

Stakeholder Comments/Issues :

Having been a locomotive engineer on the N.E.C. for 34yrs. I don't believe the current route to Boston can be improved on enough to make it a true high speed railroad. The ONLY way would be the most direct and straightest line from N.Y. to Boston and would more than likely require the new rails to go inland, NOT follow the shoreline. I would suggest taking a map of the northeast and draw a straight line from N.Y. directly through Ct. & R.I. to Boston. Put down a whole new railroad that can sustain speeds of 200mph. OR more , use maglev. Technology & train engineers & dispatchers to operate these trains at max. authorized speeds. Then maybe you'll have truly high speed rail. Anything else is a big boondoggle & politicians & FRA. & railroad management know that !

NEC DEIS Comments - RECORD #951 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Ed

Last Name : Lowe

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.

I agree with the position of the MD Audubon and others that treasure these oasis of green in our densely developed urban/suburban environments—the Patuxent Facility is unique and should not be disturbed. Wildlife habitat is disappearing too quickly and the stress on the bird populations has already taken totals on once abundant populations of birds that count on migratory refuges such as the Patuxent Refuge.

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,

Edward T Lowe

NEC DEIS Comments - RECORD #1682 DETAIL

Status : Unread
Record Date : 2/15/2016
First Name : William
Last Name : Lower
Stakeholder Comments/Issues :

Thank you for the opportunity to comment on the NEC FUTURE Tier I draft Environmental Impact Statement.

We are pleased to associate our views with the letter submitted by the Wilmington Area Planning Council (WILMAPCO) of February 2, 2016. In particular, our company intends major redevelopment activity in the Town of Newport, Delaware, and the future Newport Passenger Rail Station project identified in the EIS will be critical to those redevelopment efforts to effect smart growth, environmental sustainability, and passenger rail access to both Wilmington and Philadelphia.

Respectfully submitted,

M. William (Bill) Lower
Director - Environmental & Political Affairs
Harvey, Hanna & Associates, Inc.
405 East Marsh Lane -- Suite 1
Newport, DE 19804
Phone (302) 323-9300 Ext. 11
Fax (302) 683-9306
Email wlower@harveyhanna.com<<mailto:wlower@harveyhanna.com>>

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NEC DEIS Comments - RECORD #1037 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Heather

Last Name : Fenyk

Stakeholder Comments/Issues :

The Lower Raritan Watershed Partnership, a watershed association dedicated to the preservation, enhancement and restoration of the Raritan River and her watershed, reads with interest the NEC Future proposal to upgrade aging rail infrastructure in New Jersey. We are most specifically interested in "Tier 1 Draft EIS Alternatives" #2 and #3 which would involve expansions of the NEC outside of its current right-of-way in Central New Jersey, including the parts running through Edison and New Brunswick.

The LRWP is supportive of planning for anticipated demographic shifts that will increase regional population and demand increased rail capacity. We are likewise supportive of expanding rail capacity in general to benefit the region's economy and to increase rail ridership as a means of reducing the environmental impacts of auto transit.

However, we are especially concerned that NEC Future alternatives #2 and #3 as proposed suggest the new Corridor tracks running under Highland Park, the Raritan River and New Brunswick in a tunnel - a development which would have significant environmental impacts on the River and her habitat. We would trust that any further development of EIS or similar will involve a comprehensive habitat and environmental analysis, we trust that it will engage in participatory fashion the environmental and other stakeholders in the area, and we also expect that it will include an economic valuation of the River and River habitat and weigh this against economic benefits of the proposed rail infrastructure installation.

NEC DEIS Comments - RECORD #2422 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Max
Last Name : Lu

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 #2962 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Linda

Last Name : Lubrano

Stakeholder Comments/Issues :

I oppose Alternative 1 of the NE Corridor Futures proposal because it would destroy Lyme Academy College of Fine Art.

NEC DEIS Comments - RECORD #1150 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Daryl

Last Name :

Lucas

Stakeholder Comments/Issues :

I am opposed to any rail modernization plan that destroys historical landmarks, displaces people who do not want to be displaced, or alters the character of affected towns in the process. The decision of where new lines should go belongs to the people who live on those tracts of land, not to some bureaucrat a thousand miles away. If we are going to build new rail lines in the NEC, it needs to have the blessing of those who would be sacrificing their land and homes. If it doesn't, it should not happen.

NEC DEIS Comments - RECORD #136 DETAIL

Status : Pending

Record Date : 1/11/2016

First Name : Rick

Last Name : Lucas

Stakeholder Comments/Issues :

As an avid supporter of transportation investment, I applaud the NEC future planning efforts. Considering how little investment and few improvements have been made over the better part of the last century, this plan needs to be realistic as possible, especially considering support for funding in the US senate would likely have only 34 (or less if Rhode Island is bypassed) of the 100 senators to offer support. In this day and age, it is unlikely to plan ambitious political support for what would be considered a regional project. While I understand this is a broader, future vision, let's build something achievable in the next 20 years and follow on with another effort and expanded network later. With that I offer the following comments for consideration:

1)Long Island Service – The report accurately identifies Long Island as having untapped potential for intercity service, which I agree. However, there are more effective ways to achieve this than spending \$100 Billion for a tunnel, so a Boston business traveler can save 60 minutes. Far greater demand for Long Island travel exists from Upstate NY and the service plan and NEC should consider a “cross spine” from Albany to Islip (this does not require a change of direction and could theoretically be done today). This service could be an expanded “Empire Service” offering same train service from Buffalo to Islip. Additional direct trains for Islip to Washington DC could also be considered in the service plan, perhaps even a few Islip to Harrisburg trains as well.

2)Southeastern CT - The proposed relocated stop for New London and Mystic represents a huge private investment opportunity in co-locating a stop between Foxwoods and Mohegan Sun casinos. Having a direct train ride of less than 2 hours to New York City would be a great benefit to these casinos and the private investment opportunities should be explored.

3)Providence, RI - No other state (on a per capita basis) has shown its commitment to investment in rail greater than the State of Rhode Island and it would be a tremendous insult to this investment to chose a corridor that bypasses one of the busiest Amtrak stations in the system. Skipping Providence also eliminates a future meaningful airport connection at TF Green Airport as Boston Logan approaches capacity again. In addition, the existing Providence to Boston rail corridor is already one of the few high speed corridors that exists on the NEC today, carving (literally) a new approach to Boston would be an extreme waste of financial resources and political capital.

4)Southwestern CT - I find it difficult to believe that there are not more opportunities in Southwest CT to achieve greater trip reduction times. Even more drastic measures such as buying right-of-way adjacent to the corridor, buying the center tracks from ConnDOT, constructing additional station sidings (to compensate for MNRR loss of the bypass/express tracks) are all still significantly cheaper than carving a new corridor through some of the most expensive real-estate in the country. A mere 30 MPH improvement across the entire state of CT would get the Providence to New York segment near or perhaps under 2 hours, with Boston at 2 hrs 30 minutes, a comparable downtown to downtown of flying with security.

5)Hartford Spine - I understand the desire to include Hartford into the mix and believe an additional spine (perhaps using the current Acela equipment once replaced) can adequately serve this need. Existing

Washington to New York only trains can be extended to Hartford and Springfield. If there is a desire to venture outside of Alternative 1, Alternative 2, could be a true "test" for the implementation of broader alternatives in Alternative 3.

In summary, I hate to be perceived as negative as I am a huge supporter of rail, but even Alternative 1 and the modifications I have listed represent a ten-fold increase in rail investment than seen in the past 20 years and I think an overly ambitious plan of an entire new corridor across as state that has made hardly any investment in rail at all, is foolish. Let's focus on getting Alternative 1, and/or perhaps Alternative 2 in the next 20 years, which is a tall order in and of itself. These investments are all consistent with those in Alternative 3, but represent longer term objectives outside of this plan. I would much rather see money spend to expand high speed rail, rather than re-align, so someone can save 30-60 minutes on their business trip.

NEC DEIS Comments - RECORD #142 DETAIL

Status : Pending

Record Date : 1/12/2016

First Name : Rick

Last Name : Lucas

Stakeholder Comments/Issues :

Please find comments attached

As an avid supporter of transportation investment, I applaud the NEC future planning efforts. Considering how little investment and few improvements have been made over the better part of the last century, this plan needs to be realistic as possible, especially considering support for funding in the US senate would likely have only 34 (or less if Rhode Island is bypassed) of the 100 senators to offer support. In this day and age, it is unlikely to plan ambitious political support for what would be considered a regional project. While I understand this is a broader, future vision, let's build something achievable in the next 20 years and follow on with another effort and expanded network later. With that I offer the following comments for consideration:

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- 3) Providence, RI - No other state (on a per capita basis) has shown its commitment to investment in rail greater than the State of Rhode Island and it would be a tremendous insult to this investment to chose a corridor that bypasses one of the busiest Amtrak stations in the system. Skipping Providence also eliminates a future meaningful airport connection at TF Green Airport as Boston Logan approaches capacity again. In addition, the existing Providence to Boston rail corridor is already one of the few high speed corridors that exists on the NEC today, carving (literally) a new approach to Boston would be an extreme waste of financial resources and political capital.
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Thank you for your time and consideration,

Rick Lucas

[REDACTED]

Cambridge, MA 02140

[REDACTED]

LucasR83@[REDACTED]

NEC DEIS Comments - RECORD #1670 DETAIL

Status : Unread

Record Date : 2/15/2016

First Name : John

Last Name : Lucashu

Stakeholder Comments/Issues :

Hi Joe,

How about using the existing interstate highways, with elevated tracks along the mediums? Also, to go to Boston, more trains can go up the Hudson and then cross over from Albany. That route already exists (at least it did years ago as the Boston & Albany, part of NYC system)

NEC DEIS Comments - RECORD #2804 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : James

Last Name : Luce

Stakeholder Comments/Issues :

Having grown up in Old Lyme, it would be heart breaking to have such a beautiful historical town, the birth place of American Impressionism, be carved up by a new rail system. The town would surely loose its unique character if a new rail line were to be built through the center of town.

I am against the proposal 100% and hope and pray in never happens. The transportation gains, in my opinion, are dubious, are far outweighed by the desires of the town people to preserve Old Lyme like it has always been.

NEC DEIS Comments - RECORD #1307 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

J

Last Name :

Luciani

Stakeholder Comments/Issues :

Alternative 1 does not seem like it will really help us move in the right direction. This almost appears throwaway, if we ever want to move towards Alternative 3.

I oppose Alternative 1.

NEC DEIS Comments - RECORD #2624 DETAIL

Status : ~~Action Completed~~

Record Date : 2/16/2016

First Name : Karen

Last Name : Ludington

Stakeholder Comments/Issues :

Dear Federal Rail Authority:

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

NEC DEIS Comments - RECORD #627 DETAIL

Status :

Action Completed

Record Date :

2/9/2016

First Name :

Townsend

Last Name :

Ludington

Stakeholder Comments/Issues :

Concerning the proposal for a NEC segment that would run almost exactly through the center of Old Lyme, CT, I can see no necessity for that exact location. One should note that the location would harm a small, historic village which brings many visitors to the town and region. Please, please rethink the proposal

NEC DEIS Comments - RECORD #1194 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Erna

Last Name :

Luering

Stakeholder Comments/Issues :

I cannot believe that you would destroy a picturesque New England village that is historical in nature yet vibrant still. This is where the fine art painters of "American Impressionism" started. Plowing through an abandoned mill town is understandable, but this is ridiculous and an insult to the people who cherish this historic place for many reasons, not the least of which that it supports an active art colony and Fine Arts College to this day. This is paramount to destroying assets for no apparent reason, except for "just because I can". Please rethink your project. We MUST hold our history and the archeological importance sacred.

So just make sure you give us your name and affiliation because we don't have it written down just yet.

MS. LUKASIK: I don't have anything formally prepared so I'll just submit something over e-mail.

But I did find out about it and I just want piggyback on some of the comments that others have made.

My first name is Tanya Lukasik. I'm a resident of Nassau County.

THE STENOGRAPHER: Can you spell your last name.

THE MODERATOR: Did you get that?

MS. LUKASIK: Tonya Lukasik, L-u-k-a-s-i-k.

I'm a resident of Nassau County. I also lead a large group of about 2,000 residents throughout the county who are interested in a lot of different governmental and policy endeavors, including transparency, open data access, and have been concerned about a series of projects within Nassau County, specifically targeting freight where they've been the last to know and residents have been impacted, and where we're trying just all scrambling last minute in a scud missile kind of attack.

I found out about this via Rich a couple of days ago and informed several of my group members who are here today. It's troubling that I see that not one of my legislators are here, that the County Executive is not here. That nothing was kind posted in *Newsday* or any other kind of local media source. This is a huge project. It's unprecedented. You're talking billions of dollars worth of infrastructure and transportation improvements.

You're also kind of putting this in the lens of five other projects that are ongoing. And I think I called somebody yesterday and tried to kind of get some information on this because the EIS is extensive. I've read through a couple of other EIS' that are being proposed right now. But when you look at what's also going on in this area that has the ability to impact and is impacting, you've got GMA (phonetic) with the Port Authority. You have the Cross Harbor Freight Study with the Port Authority. You have the Regional Freight Plan with the New York Metropolitan Transit Council. You have this project, and you also have the Hudson Tunnel Gateway Project.

So you've got a series of State and federal agencies all kind of -- some are working together, some things are competing, some things might be piggybacking. I think I spoke to somebody

yesterday and they said things would be done incrementally. But when you're involving NEPA and SEQRA, you know, I get concerned about things that have happened in this county where segmentation's kind of been a key thing.

And when I look at all these different things, you know, clearly you have some residents here but not -- not like this. Not enough legislators know about this. And not a lot of State officials know about this.

When you look at the agencies that are involved, the MTA, the Port Authority, the New York Metropolitan Transit Council, the DOT, now the FRA, you've got the EPA, the DEC, to me, it seems like this should be something that we're talking about collectively altogether, not separately, not incrementally. We should be saying, you know, are a lot of these structures going to be piggybacking? What happens, you know, these tracks, is it going to be five tracks like some people have said? Is it going to be two? This is information that you have to keep organized and put into a summary forms that it's not a 1,000 page EIS that you have to read through.

I've read through the Cross Harbor Freight study plan. I mean, it's extensive and it takes hours to read through. I work with HUD. I never -- you know, when we do projects and there's RFPs, there's a strict requirement, especially using federal money that you've got to contact the community and do outreach and have have documentation about that. And I know I spoke to somebody just before and I asked, you know, how is communication about this meeting and what happened? I mean, to me it seems like it needs to be better.

So I'd like to kind of piggyback what Richard said that I do believe extending this comment period from January 30th is imperative. I think having the meeting in Suffolk makes sense. I also think having another meeting in Nassau and making sure that, you know, all the legislators are here.

The County Executive right now is under a lot of pressure for other reasons but it's not, you know, getting some other individuals at the County level. Some of the Village member -- the Village is here because we've got such a complex, elaborate government and a lot of different layers, they tend to get more notification because they've got more structure but we also have a lot of hamlets that don't have representation and those are the ones that are going to be impacted. You know,

Hicksville, for one instance, it's a huge location that I think is not being informed and there's thousands of residents there.

So when we talk about an EIS, and one gentleman had mentioned earlier, this is just a proposal, but the reality is 2017 some of this can come to fruition. And if that's the case and there's 1.3 million people in Nassau County, they should have the opportunity to kind of chime in.

Besides that, I think just more process and procedures and just education about, you know, NEPA and SEQRA. I know about it but I know a lot of people don't. People don't understand what a Tier 1 is, how it differs between federal level and state level and environmental review. And, I think, also, just the last thing I'll say to you is freight.

You know, there have been some language and terminology about freight but being real and honest about what this means. You know, the boroughs are gentrifying. The City is the economic driver. Nassau County is in financial dire straits. There's a lot of freight-based planning that's already going on right now. There's discussion of internodal facilities. How is this going to tack onto what is already going on right here?

We're seeing the impact. We're seeing the differences and changes from New York City DOT's register to have larger freight trucks into our area for the first time ever. We're seeing people getting killed by trucks that never have been here. These were accidents that never happened before. We're seeing a lot of environmental pollution. That's what the Cross Harbor Freight study said. There's going to be one area that might be impacted the most. It's for the greater good but that one area might get hit.

The area that's going to be hit, there's not enough people here that can understand that now. So I think that's it for now but I will also submit something formal afterward.

Thank you.

THE MODERATOR: Thank you, Tonya.

It looks like we have a repeat customer.

Sure. Come on up.

NEC DEIS Comments - RECORD #2856 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Jan

Last Name : Lukens

Stakeholder Comments/Issues :

Please eliminate Option 1 from your consideration, as the slight improvement in travel time provided by a high speed rail in the NE sector is no justification for the destruction of the beautiful coastal village of Old Lyme which is such an important part of the history of the arts in our country.

NEC DEIS Comments - RECORD #2143 DETAIL

Status :

Record Date : 2/15/2016

First Name : Brenda

Last Name : Luna

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 #691 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Sarah

Last Name : Luttrell

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,
Sarah Luttrell

PhD Candidate, Biological Sciences

University of Maryland Baltimore County

1000 Hilltop Circle

Baltimore, MD 21250

manor.sarah@gmail.com

NEC DEIS Comments - RECORD #1331 DETAIL

Status : Unread
Record Date : 2/14/2016
First Name : Charlotte
Last Name : Lyman
Stakeholder Comments/Issues :

Alternative 1 looks like a disaster. It will cut through both the the historic and commercial districts of Old Lyme, CT, damaging wetlands along the way. I cannot understand why this proposal has been sprung on the community with so little warning.

NEC DEIS Comments - RECORD #1331 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Charlotte

Last Name :

Lyman

Stakeholder Comments/Issues :

Alternative 1 looks like a disaster. It will cut through both the the historic and commercial districts of Old Lyme, CT, damaging wetlands along the way. I cannot understand why this proposal has been sprung on the community with so little warning.



RE: Opposition to Alternative 1: Northeast Corridor Expansion

Dear Federal Railroad Administration officials,

On behalf of the Lyme Academy College of Fine Arts Board of Trustees, I write in opposition to the proposed NEC Futures Alternative 1 high-speed rail expansion project.

Lyme Academy College of Fine Arts was founded in 1976 and as of 2014 is a college of the University of New Haven. It is situated in Old Lyme, CT along the southern side of Interstate 95. Foremost from the institution's perspective, alternative 1 will destroy the entire campus of the Lyme Academy College of Fine Arts. The mission of Lyme Academy College of Fine Arts is to educate aspiring artists through a rigorous studio curriculum rooted in figurative and representational art, an important and unique educational mission that is embraced at only a few select institutions in the county.

Additionally, the John Sill House, 1817, located on the Lyme Academy College of Fine Arts property, and immediately in the path of the rail proposal, has been documented by both the Colonial Dames's book, "Old Houses of Connecticut," 1915, the WPA "census of old buildings in Connecticut," 1938 and again in 1985, the Historic American Buildings Survey by the National Park Service. The building would be destroyed under alternative 1.

Looking to a broader context of the proposal and the area, alternative 1 will have deleterious effects on the local environment of the CT River Estuary and Lieutenant River, both of which are in very close proximity to the Lyme Academy College of Fine Arts' campus. Alternative 1 also bisects the historic town of Old Lyme, a town that is on the National Register of Historic Places and a town that has intentionally preserved its artistic heritage, natural environmental beauty, and its historic legacy. Once disturbed by alternative 1, the preservation of these qualities will be lost forever.

Finally, from an even broader perspective, it seems that for the state of Connecticut and travelers coming to this entire region, Alternative 2 provides more flexibility and expansion of high-speed rail services to inland locations like Hartford, CT, and between Hartford and Providence, RI. The existing rail corridor along Connecticut's coastline must be preserved and upgraded but serves the local areas quite well and efficiently.





SAYBROOK
POINT

INN & SPA

For these reasons, the Lyme Academy College of Fine Arts of the University of New Haven joins the chorus of opposition against NEC Futures Alternative 1.

Sincerely,

Stephen Tagliatela
Lyme Academy College of Fine Arts
Chairman, Board of Trustees



PETITION TO: NEC FUTURE
 U.S. DOT FEDERAL RAILROAD ADMINISTRATION
 ONE BOWLING GREEN, SUITE 429
 NEW YORK, NY 10004

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

SUMMARY:

Stop Alternative One from destroying the quality of life in Old Lyme. The proposed new rail lines will:

- # Destroy homes and businesses
- # Damage and significantly change the Lyme Art Academy College, Lyme Art Association, Florence Griswold Museum
- # Negatively impact our schools, our library and a large segment of our Historic District
- # Forever harm and alter privately owned real estate and rights
- # Destroy wetlands, open space and natural resources

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Todd Jock		84 Lyme St. Old Lyme CT 06371	2/9/16
McKenzie West		209 Mile Creek Rd Old Lyme CT 06371	2/10/16
Kristen Brady		84 Lyme Street, Old Lyme, CT 06371	2/10/16
Martha Williams		20 Stetson Rd. Griswold CT, 06351	2/10/16
Adam Brown		91 Warren St. Branford, CT 06405	2/10/16
Pedro Miranda		283 Willetts Ave. New London CT 06320	2/10/16
Sarah Deignan		97 South Rd. Apt 2, Groton CT 06340	2/10/16
Karen Lockwood		66 Meeks Point Rd, East Hampton, CT 06424	2/10/16
Shawn Paul Michael		671, Old Lyme CT 06371	2/10/16
Karen Flynn		40 Well Sweep Dr Madison CT 06443	2/10/16
Cynthia Celone		77 Lyme St. Old Lyme, CT 06371	2/10/16
Liana Pitko		77 Lyme St. Old Lyme, CT 06371	
Chris Fox		251 Writtle Hill Hamden CT 06438	2/10/16
Forrest Joss		22 Mayflower Ave. Pawcatuck, CT 06379	2/10/16
Rochelle Tasca		77 Lyme St Old Lyme CT 06371	2/10/16
Whelan Polikoff		77 Lyme St Old Lyme CT 06371	2/10/16
Ellen D'banck Proulx		351 Baybrook Rd, Wiggan CT 06448	2/10/16
DAVID KUEHLER		114 E. NHARE, MANSION, CT 06443	2/10/16
PATRICIA CATAN REARDON MD		Po Box 156 Mystic CT 06355	2/11/16
Joseph P. Sher		PO BOX 958 WILLIAMSTIC CT 06226	2/11/16

PETITION TO: NEC FUTURE
 U.S. DOT FEDERAL RAILROAD ADMINISTRATION
 ONE BOWLING GREEN, SUITE 429
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STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

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- # Destroy wetlands, open space and natural resources

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Mario Piere	<i>Mario Piere</i>	17 Basswood Dr. Middletown, CT 06457	2/10/2016
Michael Vecchio	<i>Michael Vecchio</i>	17 River Rd East Haven, CT 06512	2/10/2016
Adam Brown	<i>Adam Brown</i>	91 Hard St ct	2/10/16
Charles Lambert	<i>Charles Lambert</i>	30 S. Side Bluff Haddam, CT	02/10/16
Stanton Aceto	<i>Stanton Aceto</i>	155 Hunt Lane East Haven, CT	2/10/16
Elizabeth Deschuk	<i>Elizabeth Deschuk</i>	170 Derby Ave Orange, CT 06477	2/10/16
Eric Sychonowich	<i>Eric Sychonowich</i>	77 Lyme St.	2/10/16
Alison Pillari	<i>Alison Pillari</i>	77 Lyme St Old Lyme Unit F	2/10/16
Jennifer Moore	<i>Jennifer Moore</i>	2426 Salsaire, Old Lyme, CT 06371	2/10/16
HANNAH MOORE	<i>Hannah Moore</i>	77 LYME ST. OLD LYME UNIT E	2/10/16
SUSAN STEPHENSON	<i>Susan Stephenson</i>	84 LYME ST. OLD LYME, CT 06371	2/10/16
RANDOLPH MELICK	<i>Randolph Melick</i>	84 LYME ST. OLD LYME, CT 06371	2/10/16
Roland Becerra	<i>Roland Becerra</i>	1042 Broad St #306 Bridgeport, CT 06604	2/10/16
Lisa Simonds	<i>Lisa Simonds</i>	66 Whalehead Rd., Gale Stern CT 06335	2/10/16
Dave Feige	<i>Dave Feige</i>	115 Mary Ellen Dr. Milford CT 06460	2-10-16
RICK LACEY	<i>Richard Lacey</i>	107 BLOOD ST LYME CT 06371	2-10-16
AM Szerejko	<i>AM Szerejko</i>	302 Sea Spray Rd Old Lyme	2-10-16
Donita Army	<i>Donita Army</i>	3 Cobblefield Lane Guilford 06437	2/10/16
Terrance Gas	<i>Terrance Gas</i>	221 OLD MAIN ST, ROCKY HILL CT 06067	2/11/16
ADAM NOWAKOSKI	<i>Adam Nowakoski</i>	377 High Street + Mystic CT 06355	2/11/16

NEC DEIS Comments - RECORD #776 DETAIL

Status :

Action Completed

Record Date :

2/10/2016

First Name :

John

Last Name :

Lyons

Stakeholder Comments/Issues :

Hi Amtrak,

This is short note I want to write about the future new station in Boston, MA. While the Penn Station and the rest of NEC stations are being built, I want to know when the new South Station (SS) will be constructed? Why this project SS is taking so long? it is 21 century and this station needs to be rebuilt badly. Can you give me an answer? Also, why the train is taking over 4 hours to NYC from Boston. This should be less than 3 hours! I can drive faster than that.

NEC DEIS Comments - RECORD #2159 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Carole
Last Name : M

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 #1228 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

m

Last Name :

Stakeholder Comments/Issues :

I vote to improve the rails we have not to add more lines in Old Lyme, CT.

NEC DEIS Comments - RECORD #1218 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Michelle

Last Name :

Ma

Stakeholder Comments/Issues :

Mass transit is a public good which would expand opportunities for lower class and out-of-state residents.



December 8, 2015

The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Amishi Castelli
NEC FUTURE Environmental Lead
Volpe National Transportation System Center
U.S. Department of Transportation
55 Broadway
Cambridge, MA 02142

Attn: Rebecca Reyes-Alicea

RE: Federal Railroad Administration Northeast Corridor Future Rail Project, Massachusetts. MHC #RC.52707.

Dear Ms. Castelli:

Staff of the Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer (SHPO), have reviewed the revised draft Programmatic Agreement (PA), and Draft Environmental Impact Statement (DEIS), received November 2 and 12, 2015 for the project referenced above.

The preliminary area of potential effect mapping provided to the MHC in DEIS Appendix A and draft PA Appendix B for portions of the project corridors in Massachusetts continue to include insufficient information for the MHC to offer comments on the proposed preliminary project area of potential effect, or recommendations for other potential interested and consulting parties in Massachusetts. The MHC looks forward to reviewing updated project mapping at a smaller scale and the FRA's determination of the project area(s) of potential effect for Massachusetts as project planning proceeds during Tier 2 projects. The MHC recommends that updated project mapping for the proposed project impact area base maps in Massachusetts utilize current MassGIS town boundaries and current aerial photographs to show existing conditions within the proposed railway corridor.

The MHC will participate in future consultation for the implementation of 36 CFR 800.4 to 6 for Tier 2 projects. As proposed in the DEIS project specific information for future Tier 2 projects will be submitted to the MHC by the involved federal agencies, and appropriate determinations and findings, including definition of areas of potential effect; and scopes for identification and evaluation efforts will be developed in consultation, to avoid, minimize or mitigate adverse effects to significant historic and archaeological resources in Massachusetts.

The MHC looks forward to reviewing the final PA that includes a revised Appendix I incorporating the following language to assist in future consultation with the MHC for conducting environmental review projects in Massachusetts:

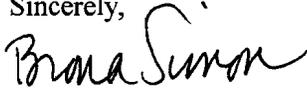
Please delete lines 81 through 86 of Section IV and replace with the following language: Archaeological investigations, including archaeological reconnaissance surveys that may be required for portions of the project in Massachusetts shall be conducted under a State Archaeologist's permit (950 CMR 70). A State Archaeologist's permit application shall be submitted to the MHC by a qualified professional archaeologist with relevant previous experience in the region and glaciated Northeast retained by the project proponent. The State Archaeologist shall be consulted concerning an appropriate curatorial facility for all collections from field investigations conducted under permit.⁷

Please also add the following paragraph to Section IV: "Within Massachusetts portions of the project impact area on non-federal lands, identified human remains shall be protected and treated consistently with the Massachusetts Unmarked Burial Law (Massachusetts General Laws, Chapter 38, § 6; Chapter 9, §§ 26A and 27C; and, Chapter 7, § 38A; all as amended). Any non-Native American human remains shall be treated in accordance with the Massachusetts Historical Commission "Policy and Guidelines for Non-Native Human Remains Which Are Over 100 Years Old or Older."

The MHC looks forward to consultation with the FRA on the continued development of the project.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and M.G.L Chapter 9, Sections 26-27C (950 CMR 70-71). If you have any questions or require additional information, please contact Jonathan K. Patton, Archaeologist/Preservation Planner, at this office.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Susan Anderson, AECOM, Glen Allen, VA
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
John Eddins, ACHP
Catherine Labadia, CT Historic Preservation & Museum Division
Jeff Emidy, Rhode Island Historic Preservation & Heritage Commission
David Mohler, Executive Director, Office of Transportation Planning, MADOT

NEC DEIS Comments - RECORD #214 DETAIL

Status :

Action Completed

Record Date :

1/21/2016

First Name :

David

Last Name :

Macbride

Stakeholder Comments/Issues :

Please do as much as you can to support multi-use trails along the NEC, our future depends on it!

NEC DEIS Comments - RECORD #2067 DETAIL

Status :

Review Complete

Record Date :

2/15/2016

First Name :

Dorcas

Last Name :

MacClintock

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

As a former student of the LACFA, 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."

NEC DEIS Comments - RECORD #2936 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Karen
Last Name : MacDonald

Stakeholder Comments/Issues :

I fear this plan (Tier 1) will decimate the Town of Old Lyme and significantly impact our shoreline neighbors. It does not take into account the cultural and economic impact to our town and its residents. I am disturbed that the plan was released with no conversation with our local officials and feel that the comment period is not sufficient for residents, businesses and environmental organizations to have time to review this huge, complex document and make an appropriate response.

NEC DEIS Comments - RECORD #719 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Richard

Last Name : MacDonald

Stakeholder Comments/Issues :

I support Alternative 3. The NEC is well suited to an upgraded, rail dominant system like you might see in a small country like Belgium, Holland or Switzerland. Air travel is an increasing pain, and of no advantage in time savings. GO RAIL!!!

NEC DEIS Comments - RECORD #2858 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Lauren

Last Name : Machado

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 #1174 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Darlene

Last Name : Machnik

Stakeholder Comments/Issues :

We do not need or want this track through the heart of our historical town find another way!

NEC DEIS Comments - RECORD #1986 DETAIL

Status :

Redacted

Record Date :

2/15/2016

First Name :

Joseph

Last Name :

Machnik

Stakeholder Comments/Issues :

Dear Federal Rail Administrator: I oppose Alternative #1 of 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 #2647 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Denise

Last Name :

Mackin

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." Not to mention the Florence Griswold Museum. Also my daughter has been employed at the Old Lyme Inn for quite a few years. The Inn is a beautiful historic Inn. There is so much history and charm in this area there surely must be an alternative route. This plan would also greatly affect the natural balance of the estuaries and wooded areas. I HIGHLY OPPOSE this plan.

NEC DEIS Comments - RECORD #1382 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Marily

Last Name :

Mackinnon

Stakeholder Comments/Issues :

i am vehemently opposed to the proposed rail line through the midfile of bucolic Old Lyme. There has to be a way to use existing rail corridors to get a hi speed rail dine without destroying our towns.

NEC DEIS Comments - RECORD #1767 DETAIL

Status :

Reading

Record Date :

2/15/2016

First Name :

Akash

Last Name :

Madappanahalli

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 #992 DETAIL

Status :

Record Date :

2/11/2016

First Name :

Erik

Last Name :

Madsen

Stakeholder Comments/Issues :

High speed rail lines are more than just solutions to congestion in transportation. We should fully appreciate the other intrinsic benefits of high speed rail to a civilization. High speed rail systems are:

- Iconic of the identity of the place
- A point of pride of the place
- Symbolic of having future vision
- Representative of complex collaboration of government and industry
- Indicative of economic solvency
- Evidence of a vision to plan for the future
- Anticipatory of an increase in transportation demand
- Able to concentrate development around transit stations
- Raising real estate values
- Cosmopolitan
- Freeing people's commute time to do other things than drive
- Likely to attract individuals and businesses to locate in the region
- Likely to motivate individuals and businesses to stay in the region
- A safer means of transportation
- A less costly means of transportation
- A less polluting means of transportation
- Faster than automobile travel

These intrinsic benefits of high speed rail can have a net economic value much higher than the cost of the project itself. Does anyone think the Japanese Bullet train was a novelty in 1964? Who bemoans the ease and speed one can move about the EU? Could China, Taiwan, South Korea, Sweden, and Turkey all be misguided?

The USA should have embraced high speed rail decades ago. The consequences of not doing so are:

- An economy hobbled by poor transportation.
- Higher prices for goods and services
- The exodus of people and industry from urban centers due to a lack of infrastructure
- Investments in road infrastructure that never relieve congestion
- Attempts to brand buses as a superior alternative to rail

Yes high speed rail is expensive. Urban areas pose complex challenges for new projects. Planning will take years. Many years will be needed for construction. So be it, let's get started. Politicians must concentrate on having a vision for the future and act on that vision today. This is the most powerful and technologically advanced country in the world that deserves to have a transportation system it can be proud of.

NEC DEIS Comments - RECORD #2012 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Janet

Last Name :

Maffucci

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 #2177 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Guillermo

Last Name :

Mager

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 #3002 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

John

Last Name :

Mager

Stakeholder Comments/Issues :

I am vehemently opposed to this extraordinary expenditure of tax payer dollars that will destroy the character and economy of many New England towns with very little return. People who commut can put up with the current time it takes to travel from Boston to Washington. If they need to get there quicker (and very few people actually have to) there are planes to serve that need quite economically. Improve the existing tracks and rights of way. Abandon this costly folly.

NEC DEIS Comments - RECORD #757 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : Tom

Last Name : Wagner

Stakeholder Comments/Issues :

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Subject: Comments on the long-term vision and investment program for the North East Corridor (NEC).

Reference: Objective of the FRA NEC FUTURE PROGRAM

Dear Colleagues:

Attached please find two documents that provide our detailed comments pertaining to the NEC FUTURE Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS). We look forward to your reviewing these carefully prepared comments and an accompanying presentation slide deck as part of your comprehensive assessment of public commentary. We respectfully believe our enclosures add great value to your decision making regarding the "Preferred Alternative for NEC FUTURE".

Should your research team have any questions concerning the attachments, please do not hesitate to contact us directly:

Mr. Tom Wagner

President

Maglev 2000, Incorporated

1278 Glenneyre Street, #90

Laguna Beach, California 92651

Email: tomwagner@cox.net

Thank you for this important opportunity to comment on one of our nation's most impactful rail initiatives.

The Maglev 2000 Inc. Team

Attachments :

Comments on NEC EIS Part 1 (Final 10Feb2016).pdf (1 mb)
Future US Surface Transportation System Vision (Final 10Feb2016).pdf (3 mb)



10 February, 2016 via E-Mail

NEC FUTURE

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

Subject: Comments on the long-term vision and investment program for the North East Corridor (NEC).

Reference: Objective of the FRA NEC FUTURE PROGRAM

Through the NEC FUTURE program, the FRA will determine a long-term vision and investment program for the NEC, and provide a Tier 1 Environmental Impact Statement (EIS) and Service Development Plan (SDP) in 2016 in support of that vision.

A National Maglev Network for Passengers and Freight is the Next Logical Step in Trying to Create a Better, Brighter, more Sustainable and Economically Sound Future for the people of the United States. The public interest of the United States would be better served if the FRA would include in its long-term vision and investment program for the NEC (North East Corridor), a plan to evolve the national transportation system to include the new 2nd generation superconducting Magnetic Levitation (Maglev) transport technology invented by Drs. James Powell and Gordon Danby and developed by Maglev 2000, Inc. The unique capabilities and versatility of the Maglev 2000 transport system better meets the energy efficiency, sustainable energy, and economic requirements for a 21st Century national high-speed transport network. Its low-cost guideway construction, operating and maintenance can reduce congestion, health harming and greenhouse gas emissions on US highways by offering passenger fares and freight shipping costs cheaper than highway driving and trucking and would persuade drivers to leave their cars and trucking companies to ship goods on the 300 mph service.

The Need for Full and Open Competition on a Level Playing Field

The Competition in Contracting Act (CICA) of 1984 generally governs competition in federal procurement contracting. Any procurement contract not entered into through the use of procurement procedures expressly authorized by a particular statute is subject to CICA. CICA requires that contracts be entered into after "full and open competition through the use of competitive procedures" unless certain circumstances exist that would permit agencies to use noncompetitive procedures. However, full and fair competition can be undermined if FRA does not set requirements for procurement that are in the national interest.

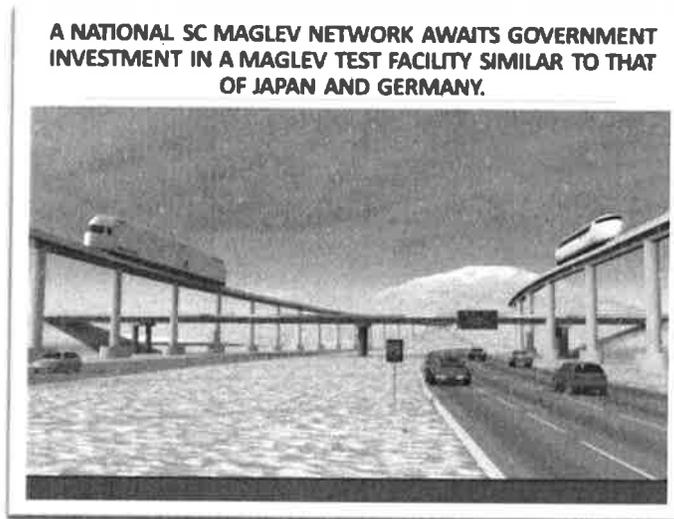
Full and open competition means that the FRA should not stack the deck against domestic providers competed against foreign government subsidized trains. Full and open competition is based on a level playing field that is not upset by foreign government destruction of domestic private sector suppliers based on foreign government subsidization of proffered trains. Private sector competition against foreign government subsidized goods is not fair trade. Rather it is government action that destroys a domestic private sector in favor of a foreign government takeover of that goods and services sector.

As important, the FRA should develop a package of bidding requirements based on a next generation train system that minimizes or eliminates the need for continuing public sector subsidy for operations once the new trains are in service. The FRA does not have to pre-judge this, but it should make this one criterion a very high rating factor in evaluation of bids for next gen trains. A self-sustaining combination passenger and freight system should be one of

the foremost goals of the next gen train system. This goal can be accomplished if the FRA will make it a requirement and high point for evaluation.

Another factor for planning should be to increase safety, speed and operability on existing or modified train tracks. A next generation train system that could leverage the rights-of-way of existing track, sharing the bed with traditional trains would maximize the economic return to existing infrastructure while providing for speedier and safer passenger service. 300 MPH trains on segments of existing train beds as well as rights-of-ways of national highways are possible but only if the FRA points to speed and capability to use existing rights-of-way as an important factor and final cost recovery potential in bid evaluation.

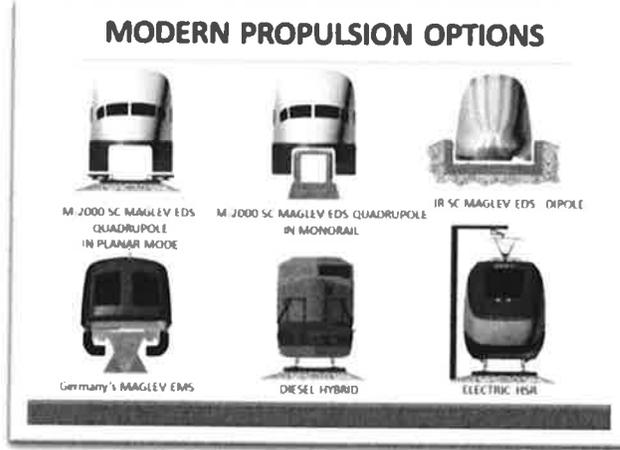
The idea for using the existing rights-of-ways, whenever possible, was proposed by the Senate Environment and Public Works Committee, Chaired by the late Senator Patrick Moynihan of NY. Senator Harry Reid said that he proposed the idea to the committee as a new member of the committee. Using existing rights-of-way would save a large amount of the costs of a national Maglev system. About 90% of the costs of a new high-speed network is the cost of the guideway structure and a major portion of that cost is the land acquisition for the guideway. It is an elegant solution to the increasingly and harmful traffic congestion on the roadways that access our high population density areas.



Specifically, Maglev 2000's advanced surface Maglev transport is a very energy efficient, no rolling friction, all-electric powered, wheel less transport, which operates by levitating and propelling vehicles using common aluminum coils, encapsulated in polymer concrete panels. These panels are attached to a concrete monorail guideway, as shown here, or they can also be mounted on conventional railroad trackage. These panels inductively interact with superconducting magnets on board the vehicle to create a powerful repelling levitating force that will not let the vehicle touch the guideway or tracks. This system eliminates energy consuming rolling friction and potential derailment hazards caused by rail spreading and rail embrittling anvil effect of steel wheels on steel rails. By transmitting AC electric current through a set of panels along the guideway, the levitated Maglev 2000 vehicle is propelled, its speed controlled by the frequency of the AC current. To increase speed, a control center increases the AC frequency, to decrease speed, the control center AC frequency is decreased. The distance between Maglev 2000 vehicles on the guideway automatically remains constant, even if the individual vehicles experience head or tail winds, and climb or descend grades. The kinetic energy of the moving vehicles is fed back into the electrical grid when they slow down and stop.

The Maglev 2000 system eliminates the need for a pantograph/catenary electric power system and contributes significantly to reducing maintenance and energy costs and weather related power outages. Maglev 2000's very powerful magnets are capable of propelling passenger vehicles and fully-loaded highway freight trucks in roll-on, roll-off Maglev vehicles at 300 mph average speed, limited only by air drag. It is a quiet, neighborhood friendly train without the familiar high-decibel "clickety-clack" sound. Its intercity freight truck and automobile-carrying transport vehicles can become the 21st Century national logistics and passenger system. Maglev 2000 equipment could evolve Amtrak to a much lower fare, much faster, more convenient passenger service that would persuade drivers to leave their cars and ride Amtrak in fast, quiet, smooth comfort similar to being in the passenger's favorite living room chair.

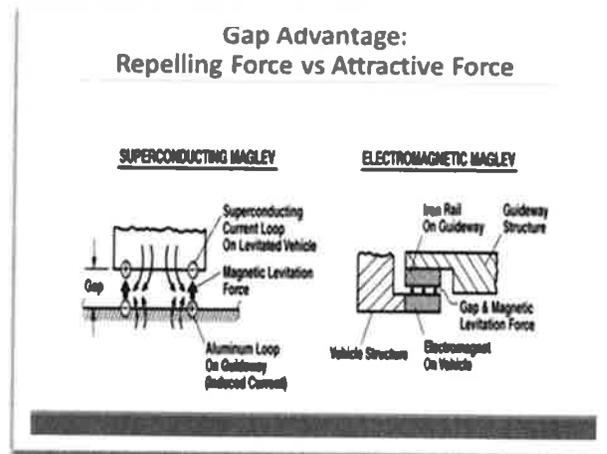
The following figure give a visual comparison of modern propulsion options for guided surface transport systems. The drawing illustrates the types available. The top row of Superconducting Maglev vehicles shows the M-2000 equipment that is the 2nd generation superconducting system first invented in 1966 by Drs. James Powell and Gordon Danby and developed by Japan Railway (JR), a passenger train, that uses their 1st generation **repelling force** superconducting Maglev design and currently holds the World Speed Record for trains achieving 581 km/h



(361 mph) set by a JR Central MLX01 maglev train in December 2003 at JR's Yamanashi Test Facility. The bottom row shows Germany's Maglev which uses less efficient standard electromagnets and the **attractive** magnetic force unlike the repelling force system of Powell and Danby. The German system is the first in commercial service at Shanghai, Japan. This YouTube link may help the reader of this comment on the NEC understand Maglev-2000's evolution and unique capabilities. <https://youtu.be/ifa5d0PquuU>

Using the repelling force rather than the attractive force offers a "gap advantage" of about 4 inches. This bigger gap translates into an economic advantage in that the construction tolerance is cheaper to construct and more seismic tolerant. Also, the repelling force Maglev 2000 levitation system is inherently stable ensuring automatic stability. The attractive force electromagnet system is inherently unstable, requiring that servo control of the magnet current on the vehicle to prevent crashes. The diesel hybrid is becoming the workhorse of railroad freight and the all-electric HSPR is similar to the Amtrak's Acela or France's TGV.

Since the introduction of all-electric passenger trains in Europe, China and Japan, it has been learned that the operating and maintenance costs of the high-speed steel-wheel-on-steel tracks systems are expensive and competitive passenger fares cannot recover the cost of operations, maintenance, and amortization of construction and therefore the service must be subsidized by taxpayers. According to studies by the GAO and others there are only a few routes in the World that operate in the black. The popular Amtrak service between Boston and Washington, the so-called NEC, serves America's most densely populated corridor, and it cannot recover its



operating, maintenance, and construction costs.

Because of the subsidy requirement, there will be only a very small role for electrically powered High Speed Passenger Rail (HSPR). Electrically powered conventional rail will still play a role in the transport of bulk freight, etc., grain, cement, etc., but HSPR's role will be virtually zero. This is because HSPR only carries passengers, is inherently very expensive, and must be heavily subsidized by government.

Even in countries that possess excellent HSPR systems, like France and Japan, the per capita travel on HSPR is small compared to other transport modes. For example, in France, per capita, the French travel on HSPR 400 miles, annually, and drive 7,600 miles. In Japan, per capita, they travel 400 miles on HSPR and drive 4,000 miles.

In America, per capita, we travel more than 10,000 miles per year by automobile, 2,750 miles by air, and 18 miles per year by Amtrak. Clearly, building HSPR in the U.S. would increase rail travel. However, because America is much bigger than countries like France and Japan and has much lower population densities (80 per square mile in the U.S. versus 871 in Japan, and 288 in France), HSPR travel in America would be considerably smaller than the 400 miles per year in France and Japan. Probably less than 100 miles per capita per year.

In contrast, Maglev 2000 can provide essentially intercity travel in the U.S. for passengers, autos, trucks, and containerized high value freight, without oil and greenhouse gas emissions, at higher speeds and lower cost than existing transport systems, while saving many thousands of lives and serious injuries annually.

America has failed to aggressively implement Maglev despite its many benefits because it has been opposed by other transport interests and the Federal system. For example, in 2009, the Maglev 2000 system's proposal was precluded from participation because it was determined by FRA to be "ineligible" because the grant program required a State, State Consortium, or Amtrak endorsement to fund a test and certification program. Maglev 2000 could not persuade the State of NY to sponsor the proposal, and a request was also made to the newly appointed Amtrak Chairman, who said he would take a look at it, but Maglev 2000 did not get a response. We were told that our proposal was excellent but the law required State sponsorship. We sent a waiver request to the White House and DOT but did not receive a response.

Maglev is not a futuristic fantasy. Japanese and German governments have both funded development of 1st generation passenger Maglev systems that have carried many thousands of passengers and total run distances of hundreds of thousands of miles. The Japanese Superconducting Maglev system, based on the 1966 inventions of Powell and Danby is now operating in Yamanashi, Japan. Japan plans to extend their present system to become a 300-mile-long, 300 mph Maglev route between Tokyo and Osaka, which will carry 100,000 passengers daily. Japan has offered to demonstrate their system in Japan between Baltimore and Washington, DC and the State of Maryland has received a \$26 million planning grant from DOT to support their planning with Japan.

The principal factors holding back implementation of the 1st generation Maglev systems like JR's 1st Generation system in America is their high construction cost, on the order of 60 million dollars per two-way mile, their limitation to passenger only transport, their incompatibility with existing rail and their switching limitations. To switch JR's Maglev to off-the-main-line stations requires the mechanical movement of a massive concrete switch. The Maglev train must slow and the switching is cumbersome.

Realizing this, Powell and Danby have improved their original 1966 inventions to incorporate important capabilities including:

- Much lower construction cost for the Maglev guideway.
- Capability to carry high revenue highway trucks, personal autos, and freight containers, in addition to passengers.
- Capability for levitated travel along existing railroad tracks, which have been adapted for Maglev at very low cost.
- Capability to electronically switch at high-speed off the main line to off-line stations for unloading/loading operations.
- Capability to be privately financed without government subsidies for construction and operation
- Capability to use new high temperature superconductors and much cheaper nitrogen as the refrigerant for super cooling the magnet wire.

The new 2nd generation Maglev 2000 transport system does not require technology breakthroughs. The technology required already exists and is commercially available. The only requirement is government funding to assemble operating prototype vehicles and guideway components for test and certification at a government funded facility.

Its capabilities to lift fully-loaded highway freight trucks as well as passengers on the same low-cost modular component guideway, that can be an elevated monorail or a ground-level surface guideway, or a maglev-adapted railroad track including commuter rail, and electronically switch, would provide the versatility to realize the optimum revenues to recover the construction and operating costs making it possible for the NEC to be expanded to a nationwide high-speed network and achieve the national priority for a cleaner and healthier environment and safer, less congested highways for US logistics and personal vehicle operation.

The following map and table illustrates the advantages of constructing a National Maglev Network for both passengers and logistics. Clearly, it would be a major boost to the economy to have this in place in 20 years at no cost to the taxpayers, except for a small investment of about \$600 million to fund a 5-year development and testing program, so that this much more advanced surface transport system can compete with the other transport offerings. Please note that in a 29,000 route mile network that connects 48 States plus Vancouver, Montreal and Toronto 315 million people would be connected and 232 million of them (74%) would live within 15 miles of a Maglev Station

US Interstate Maglev Network



Table 1: Population and States Served by the Network

Maglev Network	States in Network	Population of States in Network (millions)	Population Living Within 15 Miles of Stations (millions)	Route Miles in Network
First, Second and Third Waves Completed	48 plus Toronto, Montreal & Vancouver	315 includes Toronto, Montreal & Vancouver	232 includes Toronto, Montreal & Vancouver	29,000
74% of population in States live within 15 Miles of a Station				

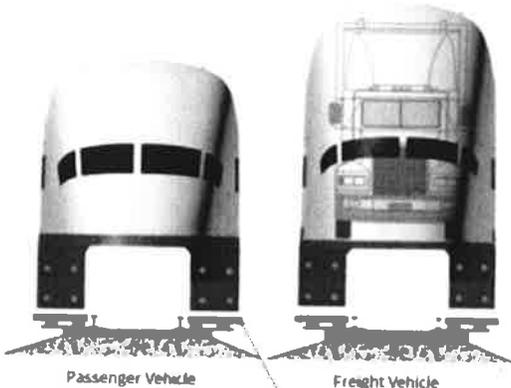
Greater Freight Rail Efficiency and Speed

Additionally, a national Maglev network, independent of existing Amtrak passenger rail, would free the railways for exclusive freight rail use and improve the speed and efficiency of the U.S. freight rail system. The high speed freight truck and passenger Maglev service running along the rights-of-way of the National Highway and Interstate Highway System and railroad rights-of-way for entering built-up urban areas and for using bridges and tunnels constructed for rail would be the least disruptive and lowest cost, most energy efficient and environmentally sustainable energy system.

Clearly, Maglev 2000's *unique capabilities and versatility* merits a US test and demonstration program to generate definitive cost and performance data to compete with European style steel-wheel railway trains and other 1st generation Maglev systems such as Japan Railway's 1st Generation Superconducting Maglev, which proved the Powell and Danby 1966 repelling force Maglev invention works.

The projected performance and costs of the new Maglev 2000 transport will be discussed in the following justification for Maglev 2000's recommendation to compete its alternative, but from what we know from full-scale component testing and the performance of the first generation Japanese Railway system, the Maglev 2000 system should be a major part of a U.S. strategy to avoid the fossil fuel combustion threat to humanity and economically benefit the American traveler, shipper, and consumer of goods by increasing the per capita savings for Americans by about \$1,000 per year over current transportation systems. A new Maglev manufacturing industry would be a significant high-tech manufacturing, service, and construction job creator supported by exports.

M-2000 SC MAGLEV QUADRUPOLE – PLANAR EDS



- Quadrupole Magnets permit using existing railways and infrastructure with little modification
- Less expensive than elevated monorail guideways
- Less disruptive when accessing built up metropolitan areas
- Maglev 2000, uniquely, can transition from high speed monorail guideways to planar mode with ease.
- Compatible with Maglev 2000 passenger or freight carrier vehicles
- Operating in on-grade planar road rather than elevated mode slows speeds for safety

ALUMINUM LOOPS IN POLYMER CONCRETE PANELS FOR PROPULSION, VERTICAL, AND LATERAL STABILITY

2nd Generation Maglev for the U S – Intercity Passenger and Trucking and Urban Rail Transit Systems
 Today, US transport is a mess, and it will get much worse. In the years ahead, if we continue on our present path. The realities are seen in the list of DOT statistics given below.

We spend an enormous amount on transporting people and goods – 1.5 Trillion dollars per year, 10% of US Gross Domestic Product, \$8,300 per household, as much as we spend on food plus clothing.

On average, Americans travel about 15,000 miles per year, more than halfway around the World. Sadly, it's not "See the World" travel. 88 percent (12,600 miles) is on congested bumpy highways with lots of potholes, or jammed together in noisy public transit buses, subways, and commuter rail cars. 12 percent (1,730 miles), on crowded airplanes that are often late. And travel on slow, jostling, intercity trains? 20 miles per year per person.

And the highways are very dangerous – 33,000 persons died on America's highways in 2010, with 3 million injured. The medical, insurance, health damage, and long-term quality of life cost? \$877 Billion per year, according to the National Highway Traffic Safety Administration. [*The Economic and Societal Impact of Motor Vehicle Crashes, 2010 NYTSA DOT HS 812013*]

Americans own 230 million cars, with an average of 0.83 cars per person in our population of 312 million. On average, each American travels 11,500 miles per year on our highways. Today, congestion delays are estimated to cost the US \$100 Billion dollars per year. The DOT projects that highway congestion will increase by 366 percent in 2040 AD. In 2035 on the 1,381 mile I-5 highway from San Diego to the Canadian border north of Seattle, 95% of the 550 miles of urban segments will be congested, with 85% of the rural segments congested. Traffic flow on the I-5 Interstate Highway will be enormous, with a maximum of 600,000 vehicles and 70,000 trucks per day

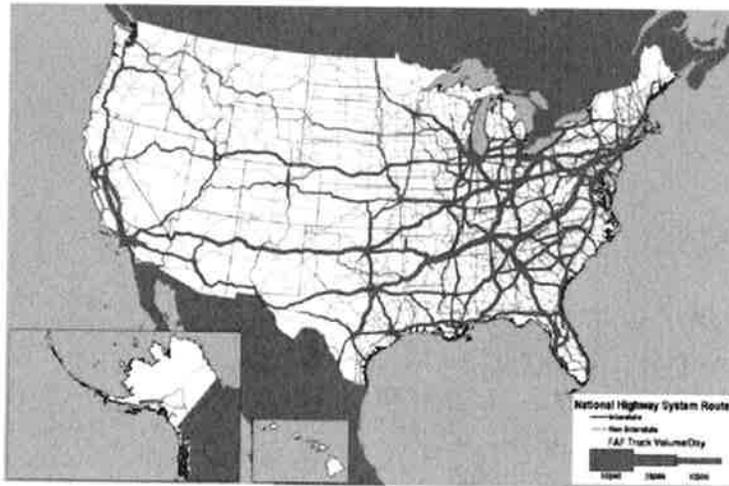
The Stressed Highway Freight Truck Problem

"By 2050 we'll have to move almost twice the amount of freight in our country. We also know we won't be able to do it with our current freight system."

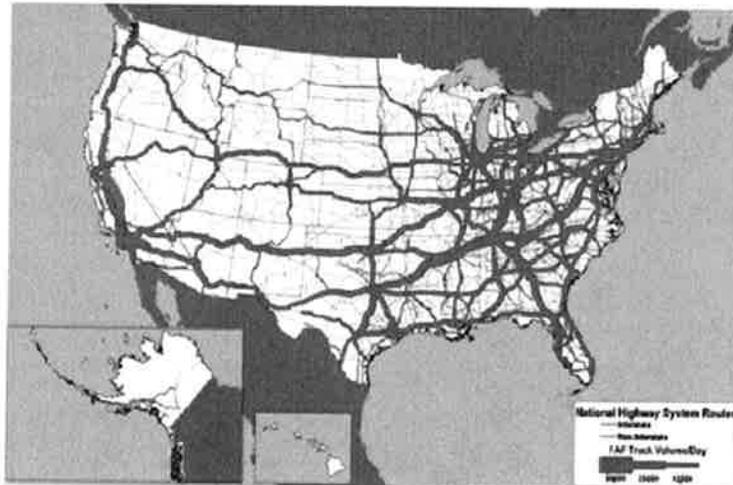
- U.S. Secretary of Transportation Anthony Foxx (August 6th, 2014)

Highway trucks are a vital part of America's transport network. In 2011, highway trucks moved 11 Billion tons of goods (35 tons per capita) worth 10.5 Trillion dollars (66% of US GDP), at a cost of 500 Billion dollars, annually, for truck operations. And truck transport will almost double by 2040, with projected movement of 17 Billion tons worth 21 Trillion dollars. The following maps compare the present US truck traffic flow with truck traffic flow in 2035.

Average Daily Long-Haul Freight Traffic on the National Highway System 2002



Average Daily Long-Haul Freight Traffic on the National Highway System 2035



There have been a steady stream of highway solutions proposed and tried to deal with the highway truck traffic problem: special toll truck lanes, piggy back freight rail, larger rigs for highway freight hauling. It is a big problem and it is a dangerous problem. All you need to do is watch the big rigs try to make a 90 degree turn on a downtown street. Two lanes are required and it only contributes to the miserable experience of driving a passenger car.

These following two graphics illustrates the Maglev 2000 roll-on, roll-off truck and delivery van carrier which could reduce the big rig load on our highways and could contribute to reducing congestion and wear and tear on our highways. Electric self-driving car industries are being invested in to meet the requirements of America's future. The auto carrier designed to accompany passenger travel may be the answer.

Roll-on, Roll-off Maglev Truck and Auto Carriers



- Maglev-2000 Quadrupole Magnets Are Powerful Enough to Lift Fully Loaded Highway Freight Trucks.
- Gives Trucks the Capability to Roll-on Trucks at Maglev Terminal, Travel at 300 mph to Maglev Terminal and Roll-Off to Make Deliveries at Destination.
- Provides Greater Energy Efficiency Without Wear and Tear on Trucks and the Highways & Few Accidents.
- Increases Profits for Truckers and Pays for Construction of Guideways and Infrastructure.

Roll-on, Roll-off Maglev Auto Carriers



- Maglev 2000 Is Capable of Providing the Convenience of Carrying a Passenger's Vehicle for Long-Trips.
- Could Provide Recharging of Batteries on Electric Vehicles During Travel.
- Would Accommodate Future Self-Driving Vehicles.

The Accident and Health Hazard, and Loss of Economic Productivity of Driving in Congested Metro Areas
The transportation congestion problem in America is experienced by commuters in and around our high population density metro urban complexes. For most driving commutes, congestion is very severe and the daily drive to and from work is a white knuckle experience that saps creative energy before arriving at work.

The Benefits of Intraurban Maglev Public Transit

Lower fares, more convenient and comfortable service will persuade drivers to leave their cars and take mass transit. Lower fares are the result of Maglev's lower operating costs – much less maintenance required for tracks and vehicles, greater energy efficiency, increased employee efficiency and productivity, more convenient and more frequent service, shorter trip times, much lower government subsidy requirement, low passenger fares, and much more comfortable and healthier commuter travel.

As an example, the following map of the Long Island Railroad (LIRR) System, **the largest commuter rail system in the United States**. It carries 280,000 passengers per day on weekdays, with a total of 81 million passengers per year – 3 times the total Amtrak ridership for all America. The average LIRR fare cost paid by passengers is 26 cents per passenger mile; the actual average cost per passenger mile is 80 cents, with the difference of 54 cents per passenger-mile paid by government subsidies. With the Maglev LIRR, the government subsidy will be much less.



Adaptation of the LIRR for Maglev service would result in major benefits to passengers, taxpayers, and people living near the LIRR tracks, including:

- Much lower taxpayer subsidies.
- Much shorter trip times, a factor of 2 to 3 shorter using higher speed, faster accelerating Maglev vehicles.
- Lower passenger fares.
- Very quiet operation, no rail or locomotive noise for passengers and people living near the LIRR tracks.
- More frequent service – individual Maglev vehicles, no infrequent long trains of many cars pulled by an engine.
- More comfortable rides: no vibration, bumping and swaying of RR cars, less crowded passenger seating.
- No diesel emissions of greenhouse gases and microparticulates.
- Safer operation – no 3rd rail, able to stop much faster in emergencies.

Cost and schedule for adapting the LIRR to Maglev? For 700 miles of one-way track, the capital cost at 4 million dollars per one-way mile would be 2.8 Billion dollars, about 93 million dollars annually over a 30-year amortization period. The track adaptation annual cost would be approximately 5% of the annual LIRR budget. Put another way, the 2.8 Billion dollars to adapt 700 miles of LIRR track is about 1/4 of the 10 plus Billion dollars the LIRR is now spending to dig a tunnel under the East River to connect the LIRR to Grand Central Station in New York City.

At 5 million dollars per Maglev vehicle, the cost of 300 vehicles to transport the LIRR's 280,000 daily riders would be approximately 1.5 Billion dollars, about 1/2 of the track adaptation cost. With mass production of Maglev vehicles, the unit cost will probably be much less than 5 million dollars.

With a Maglev LIRR, trip times will be much shorter. The average speed of LIRR trains is about 30 mph – a result of the slow acceleration and deceleration of conventional long trains of many cars, and the requirement that the train stop at many stations along its route. Maglev LIRR vehicles will travel as individual units, able to accelerate and

decelerate much faster, like ordinary automobiles, and able to travel past stations at full speed that they do not have passengers for.

Riders on the Maglev LIRR will love it. Trip times a factor of 2 shorter. Babylon to Montauk, a distance of 79 miles, today's travel time is 2 hours 22 minutes an average of 33 mph. On Maglev LIRR, it would be 1 hour 11 minutes, an average of 66 mph. There are presently 6 long trains per day on the Babylon – Montauk Branch. With Maglev LIRR, it could be 20 or more vehicles per day for the trip, much more convenient service. And, no noisy, bumpy, and swaying rides. Just quiet, comfortable, no vibration – like sitting in a chair in the living room.

Maglev can be adapted to other commuter rail systems in the US, like Metro North in New York State. We have considered adapting Maglev to US light rail systems; however, light rail ridership generally appears too low to be cost effective, and adaptation would be more difficult and expensive than for heavy rail and commuter rail.

What about Subways?

2nd Generation Maglev can also be adapted to existing subway systems, in particular, Maglev 2000 has done a study of the New York City Subway System. The figure below shows a New York City Subway car. The NYC Subway System is a marvel. It transports 6.5 million passengers daily. NYC's annual ridership is 2.4 Billion, 1/4th of the 10.4 Billion total annual US transit ridership for all modes – commuter rail, subways, and buses. However, as anyone who has ridden the NYC subway knows, it is not the most pleasant ride. Noise levels are astronomic, reaching 100 decibels at some stations, with possible hearing damage. Riders are jammed together in very crowded, bumping and swaying cars, breathing in steel dust and other particulates from erosion of rails and brakes.

Adaptation of the NYC Subway, and other transit systems in the US for Maglev will provide much better ride quality – no noise, no bumping and swaying of the transit cars, less crowded, more frequent service, and much cleaner air – no brake or rail dust to breathe in. As with the Maglev LIRR, operations will be cheaper and more efficient, and maintenance will be much less, enabling substantial reductions in government subsidies for public transit.



New York City Subway Car

The following shows a map of the NYC Subway System. In terms of government subsidies, it performs very well compared to other public transit systems. The average passenger fare per trip is \$1.05, with an actual operating cost per trip of \$1.40. The average fare per passenger trip for all US transit modes is \$1.18, while the actual cost is \$3.54 per trip, 3 times the fare cost. The \$2.26 subsidy per trip is paid by taxpayers.



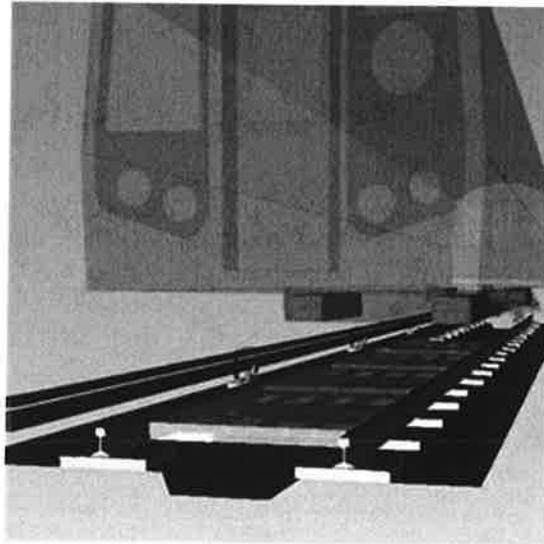
NYC Subway System

Adapting the NYC Subway System to Maglev will result in many benefits:

- Reduced subsidies from taxpayers
- Faster, much more comfortable trips – no bumping and swaying
- Quiet trips – no 100 decibels noise, which causes hearing loss
- No breathing in steel dust and other health harming microparticles generated by braking on steel rails
- Greater energy efficiency

Similar benefits will result from adaptation of Maglev to the other US heavy rail systems.

Details of the adaptation process for the NYC Subway System for Maglev operation is described in *"Maglev America"* a book authored by a collaborative of Maglev experts. Summarizing, the capital cost of the installation of the aluminum loop panels on the cross ties of the subway track plus the capital cost of the Maglev vehicles and their superconducting Magnets is projected to be 10 Billion dollars. Amortized over 30 years that would be 330 million dollars per year, 10 percent of the NYC subways present operating budget of 3.3 Billion dollars per year. The savings in operating costs made possible with Maglev would more than offset the adaptation cost. The adaptation process could be carried out in as little as 2 years, given adequate funding and high priority for the program.

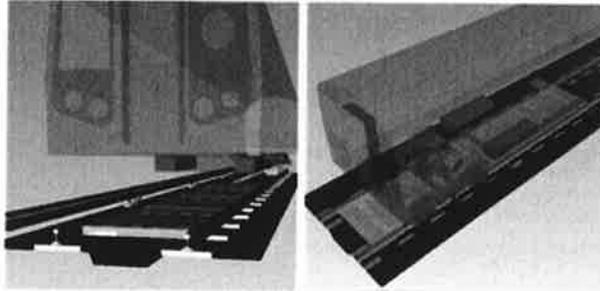


New York City Subway Track Adapted for Maglev Service

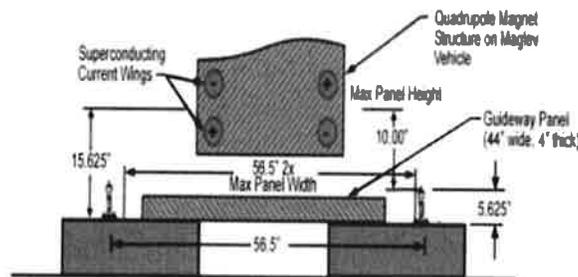
In summary, the National Maglev Network and Maglev Public Transit will be of great benefit to America in its capability for:

- Much lower cost of transport
- Faster and more comfortable travel with shorter trip times
- Safer, less congested highways, with substantial reductions in deaths and injuries
- Greater energy efficiency and reduced pollution
- Increased economic productivity.

New York City Subway Adapted to Maglev



Cross Section Drawing of New York City Subway Track with attached Maglev Guideway Panel and vehicle quadrupole magnet above it



Low-Risk Test and Certification of the 2nd Generation Superconducting Maglev Transport for Passengers, Freight Trucks and Commuter Rail.

To be commercially implemented, new public transport systems must be tested and certified as safe and effective. While the Japanese Superconducting Maglev system has been extensively tested and operated safely and effectively for over a decade, the 2nd generation Maglev 2000 system is a sufficiently different public carrier that will require testing to be certified by the US Government. Full-size prototype components for the Maglev 2000 system have been successfully fabricated and tested. The next step is to assemble the components on operating prototype vehicles and a prototype guideway and subject the system to rigorous testing. It is estimated that a rigorous testing program will require about 5 years and 600 million dollars for the intercity carriers for passengers, trucks, and autos. A commuter rail car conversion along the same track would cost about \$30 million dollars.

We believe that it would be prudent and minimize the risk to the taxpayers to test the Maglev 2000 system features that makes it distinctive from JR's superconducting Maglev. We recommend that its unique capability to levitate a

fully-loaded highway freight truck on a planar guideway, which would be constructed on an existing railroad track, as we have described, would be done first, as Phase 1. Phase 1 would also generate definitive cost data for the planar Maglev adapted RR track. Phase 1 of the Roll-on, Roll-off Truck Carrier, would not include the axle clamps, for the slow speed testing, but would use chain grapples that would cost less. The fully-loaded truck rig would cost about \$60 million, and equipping a LIRR car for commuters about \$30 million.

It is proposed that the Maglev Test and Certification Facility for the initial test be located on Long Island at Calverton, the former site for testing Navy aircraft. (The following *Figure* shows a Google Earthview of the Calverton Site). The site has ample space for Phase 1 of the patented Maglev 2000 adapted railroad track system and is adjacent to the existing LIRR track from Ronkonkoma to Riverhead, on which extended continuous running tests of Maglev 2000 commuter vehicles over substantial distances can be carried out. The Maglev Test and Certification Program is outlined below. At the end of Phase 2 (Phase 1 plus Phase 2 is projected to take 30 months), M-2000 will have been extensively tested on a 2-mile track at Calverton. In Phase 3, a section of LIRR track, probably the 25-mile section between Ronkonkoma and Riverhead, will be modified for continuous long-term running tests of Maglev 2000 vehicles. After 18 months of continuous testing, it is anticipated that the Maglev 2000 system will be certified for commercial implementation.



Concept Layout of Maglev 2000 Test and Certification Facility at Calverton, NY

Obtain government funding for Maglev 2000 Test & Certification Facility at Calverton, Long Island.

Proposed facility will test & certify full-scale Maglev vehicles on operating guideways, for both elevated monorail and RR track types

3 Phase test program for Maglev on railroad applications

- Phase 1: Test passenger vehicles at speeds up to 60 mph on 1/2-mile RR test tracks (18 months)
- Phase 2: Test passenger vehicles at higher speeds (150 mph) on 4-mile RR test track. (12 months)
- Phase 3: Long term running tests on existing section of LIRR track adapted for Maglev travel, e.g., Riverhead to Ronkonkoma (18 months)

Following certification, begin implementation and service on selected LIRR railroad lines

In a separately funded parallel program, the Calverton facility will also test and certify locally assembled Maglev 2000 vehicles for high speed Intercity travel on elevated monorail guideways

The projected cost for the first 2 phases of the Maglev on Railroad Test and Certification program is \$90 Million dollars. Phase 3 will require additional funding.

Summary

The safety and environmental benefits of Maglev? Enormous! The National Maglev Network will save many 10's of thousands of lives and hundreds of thousands of injuries now happening in accidents on America's highways every year. It will save hundreds of Billions of dollars, annually, now lost to highway accidents. It will greatly reduce the 5 Billion barrels of fossil fuel we now use for transport and the 1.8 Billion tons of CO2 greenhouse gas emitted from our tailpipes and jet engines. It will also greatly reduce the damage to our hearts and lungs from the pollutants and microparticles emitted by our 230 million automobiles and 10 million trucks.

The benefits to the economy and our quality of life will be tremendous. By taking a good portion of the trucks and autos off the road by offering a cheaper, more convenient, safer alternative, not only will the National Maglev Network substantially reduce highway deaths and injuries, it also will greatly reduce highway traffic congestion and delays, which today cost the US economy 100 Billion dollars, annually. This, plus reducing the 900 Billion dollars now spent on medical expenses, insurance, health damage and lost income from highway accidents, plus Maglev's considerably lower cost per passenger mile and truck ton mile, will greatly benefit the US economy, saving each of us more than \$1,000 per year.

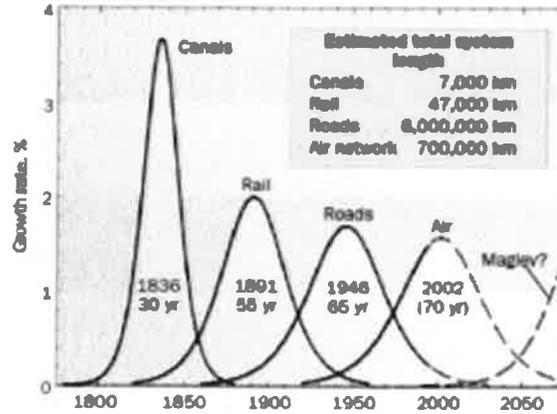
- Passenger-only-rail is an anchor and headwind on economic growth. Using the very expensive guideway (90% of cost) for both hauling freight trucks as well as passenger would benefit everyone in the country: business, consumers, shippers, and travelers.
- The NEC as a higher speed steel-wheel or JR Maglev would be a serious mistake.
- It would ease congestion but won't solve our real problem which is congestion around our metro areas.
- US commuter rail systems are operating at a deficit even as fares increase.
- Our studies show that NYC's Metro-North, LIRR and Subway commuter could improve its service and reduce fares by adapting to Maglev. It won't be a whole lot faster as an intraurban commuter service but it will be quieter and a better neighbor and eliminate the wheel-on-rail hazards that are costly to prevent and maintain properly and it will operate more efficiently.
- Maglev 2000 would be cheaper, eliminate public subsidy and create an industry that could also equip our intraurban systems to meet the requirements of the trend of urbanization in the US and the World.
- The new Maglev industry would also develop applications such as very cheap Energy Storage and cheap, more reliable Maglev Launch of Space payload. These applications are described in the book "Maglev America". Superconducting Maglev was invented in America and should be made in America. See: www.magneticglide.com

The Inevitability of Superconducting Maglev Transport

Historical evidence of transport systems suggests that the driver for the transport systems evolution is strongly related to efficiency, speed, and convenience. The superconducting Magnets of the Maglev 2000 system are very efficient. Pound for pound the magnets require only about 1/13th the electric energy of electric motor driven wheels for equal speed trains. As has been repeated several times there is no rolling friction, the only friction is the aerodynamic drag of atmosphere on the vehicle. In a vacuum tube, the speed is unlimited. For example, Maglev can propel cargo into space orbit in a vacuum launch tube by reaching a high enough escape velocity to place cargo in a geosynchronous space orbit, making it possible to position solar energy generating satellites in fixed space orbit to collect the enormous power of the Sun and beam the energy to Earth. This technology may be the ultimate non-fossil source of energy for the future as we begin the necessary transformation of energy to non-fossil fuels. This is why it is extremely important that the United States develop the capacity for manufacturing leadership in superconducting magnet technology. This year is the 50th anniversary of Drs. James Powell and Gordon Danby's Invention of the superconducting Maglev system in 1966. The system has been proven by the engineering work of Japan. Japan's Maglev is a very efficient passenger only system but the evolution of the magnets that operates in both the planar and monorail mode and development of the method to shield the passenger compartments from the extremely powerful magnetic forces of superconducting Maglev magnets provides the Maglev 2000 system with the versatility and levitation power to more readily address the transportation challenges of the United States.

The graphic that follows depicts the growth rates of the various modes of transport in the US.

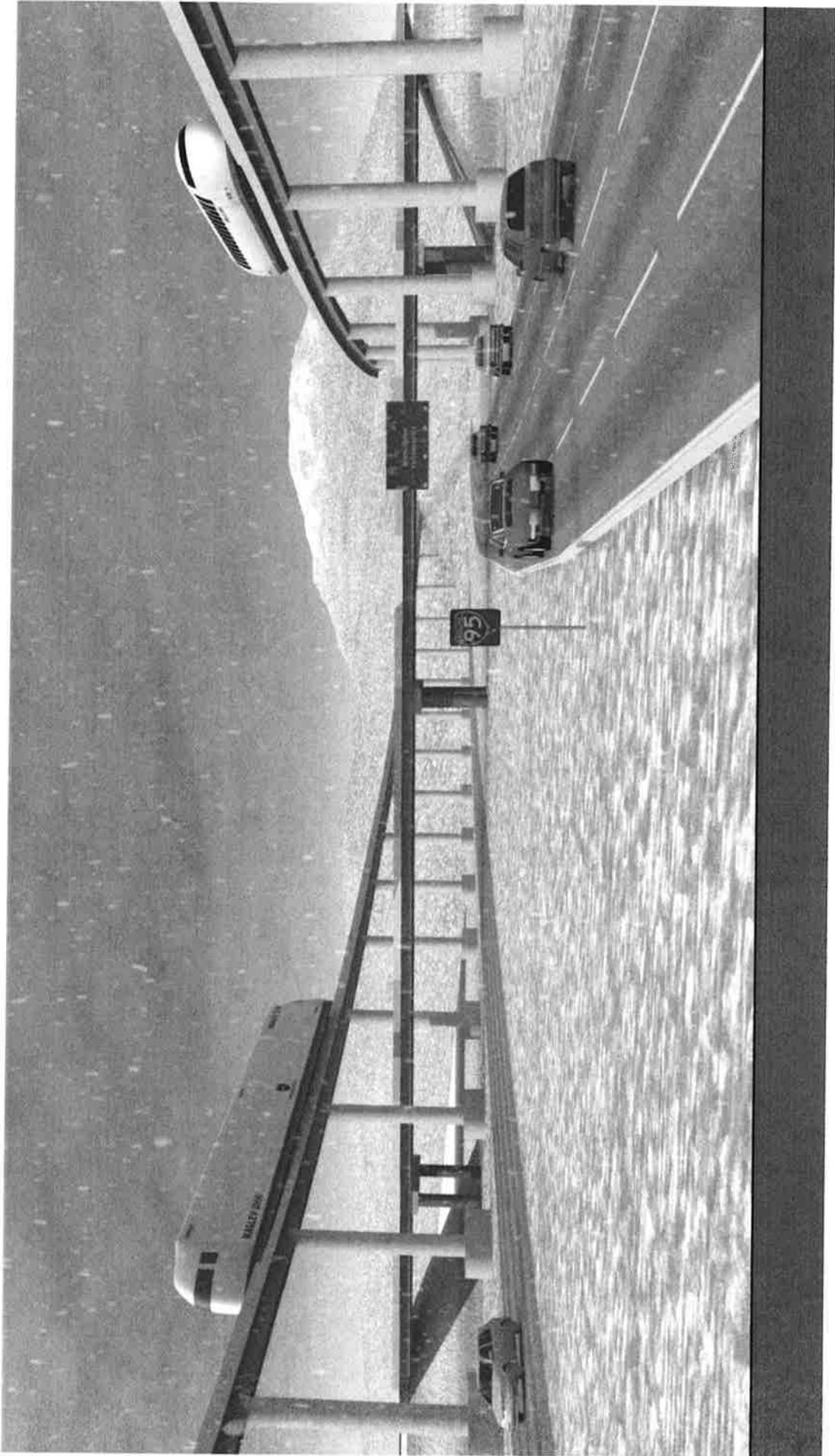
Efficiency is the Driver in the Evolution of Transportation



Smoothed historical rates of growth of the major components of the U.S. transport infrastructure, showing the peak year and the time for the system to grow from 10% to 90% of its extent (conjecture shown by dashed curves).

SOURCE: Audoulet, Jesse and Cesare Marchetti, "The Evolution of Transport: The relative Physics," American Institute of Physics, April/May 2001, pp. 28-34

**A NATIONAL SC MAGLEV NETWORK AWAITS
GOVERNMENT INVESTMENT IN A MAGLEV TEST
FACILITY SIMILAR TO THAT OF JAPAN AND GERMANY**



PROBLEM: CURRENT U.S. SURFACE TRANSPORT IS CONGESTED, COSTLY, INEFFICIENT, & DANGEROUS

- 1. OLD, OBSOLETE & UNSAFE INFRASTRUCTURE**
- 2. HIGH REPAIR, OPERATING & MAINTENANCE COSTS**
- 3. ALMOST TOTALLY DEPENDENT ON FOSSIL FUELS**
- 4. GENERATES TONS OF UNHEALTHY POLLUTION AND CARBON DIOXIDE EVERY MINUTE**



SURFACE TRANSPORTATION POLICY OBJECTIVES:

- 1. IMPROVE SAFETY**
- 2. INCREASE ENERGY, ENVIRONMENTAL & ECONOMIC EFFICIENCY OF U.S. LOGISTICS IN NEXT GENERATION OF SURFACE TRANSPORTATION**
- 3. REDUCE SUBSIDY BURDEN ON TAXPAYERS**
- 4. INCREASE THE NUMBER OF MANUFACTURING, CONSTRUCTION AND HIGH TECH ENGINEERING AND SERVICE JOBS**



HIGHWAY SAFETY

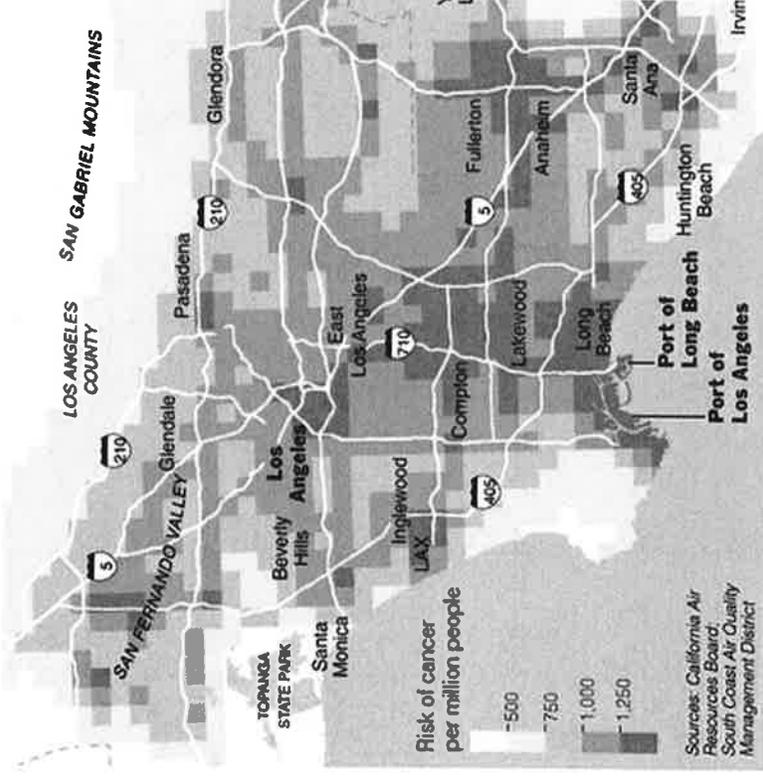
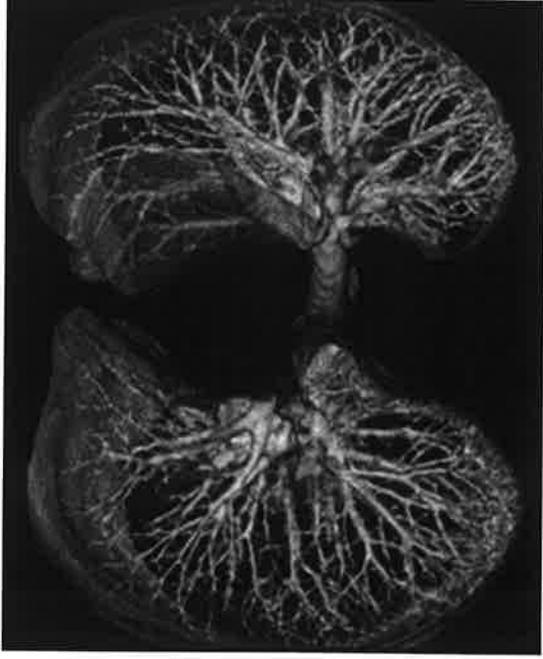
- 33,000 deaths per year! In the 15 years since 2000 AD, 500,000 people have died on US highways, more than the 426, 665 battle deaths in all of America's wars in the 20th Century – The Spanish American, World Wars I and II, Korea, Vietnam, and Desert Storm. Over 100 times more than the 9/11 deaths.
- America needs to build new 21st Century transport systems that will greatly reduce highway deaths, injuries, and collisions, eliminate pollution and greenhouse gas emissions, and be faster, cheaper, and less stressful. Sadly, America is not doing much right now to achieve this goal.

AIR QUALITY HEALTH CONCERNS

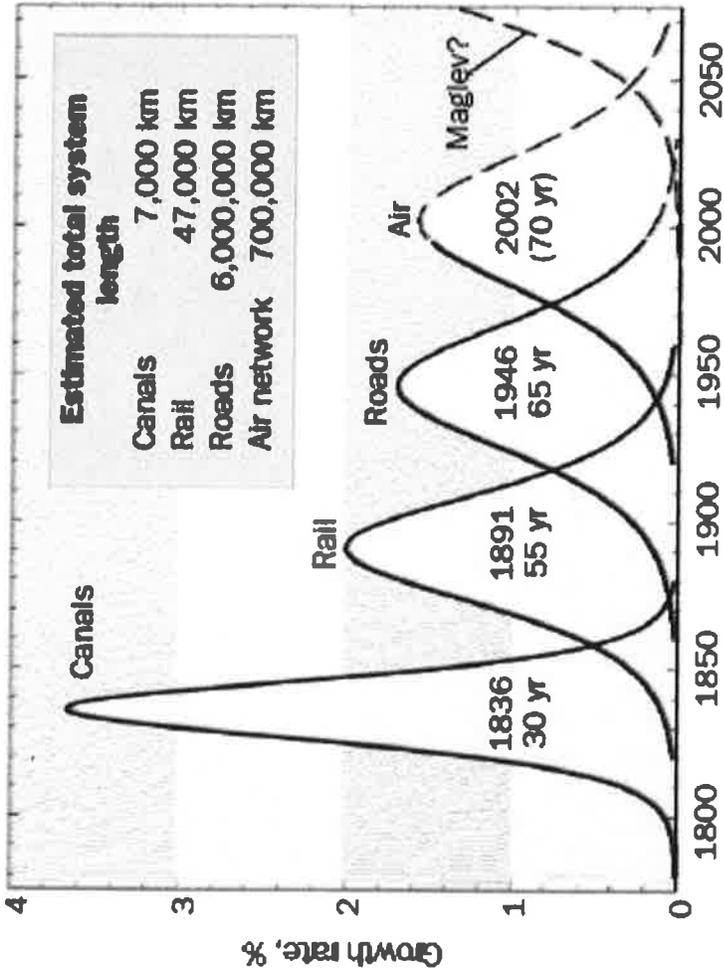
Along our heavily traveled auto and freight corridors automobile and truck exhausts create a high level of unhealthy pollution.

Studies show that polluted air in high traffic corridors cause:

- Mental retardation and stunted lung development in fetuses & young people.
- Higher Risk of Cancer
- Higher Incidence of Asthma



EFFICIENCY IS THE DRIVER IN THE EVOLUTION OF TRANSPORTATION



Smoothed historical rates of growth of the major components of the U.S. transport infrastructure, showing the peak year and the time for the system to grow from 10% to 90% of its extent (conjecture shown by dashed curves).

Source: Ausubel, Jesse and Cesare Marchetti, "The Evolution of Transport," *The Industrial Physicist*, American Institute of Physics, April/May 2001, pp. 20-24.

SOLUTION:

Augment U.S. Interstate Highway System with 300 mph Electric Maglev Guided Surface Transport Technology

- **INCREASE ECONOMIC EFFICIENCY AND SAFETY OF US LOGISTICS AND TRAVEL**
- **IMPROVE PUBLIC SAFETY & HEALTH**
- **REDUCE PUBLIC TAX BURDEN**



US INTERSTATE MAGLEV NETWORK

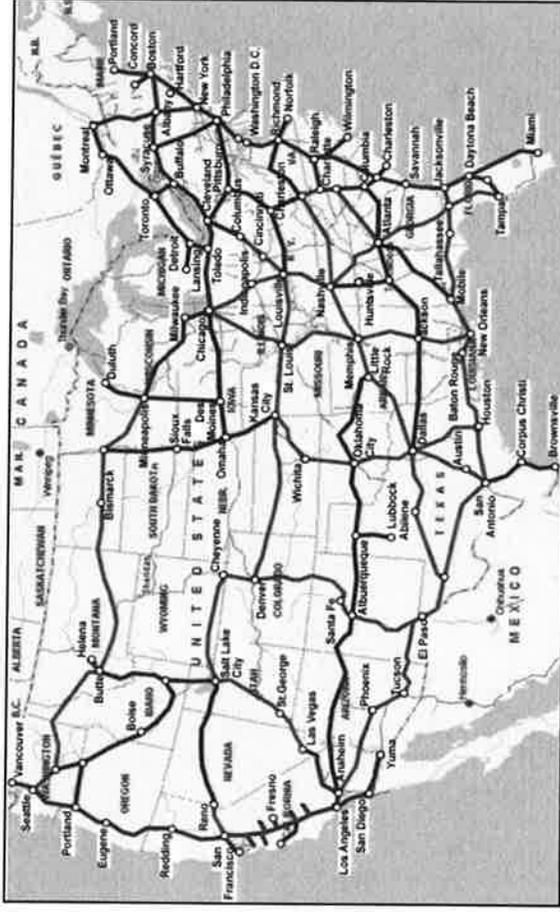
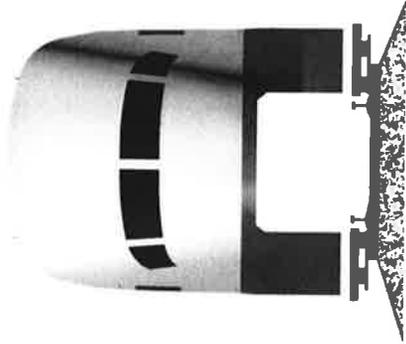


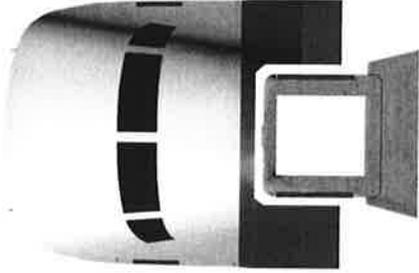
Table 1: Population and States Served by the Network

Maglev Network	States In Network	Population of States in Network (millions)	Population Living Within 15 Miles of Stations (millions)	Route Miles in Network
First, Second and Third Waves Completed	48 plus Toronto, Montreal & Vancouver	315 includes Toronto, Montreal & Vancouver	232 includes Toronto, Montreal & Vancouver	29,000
74% of population in States live within 15 Miles of a Station				

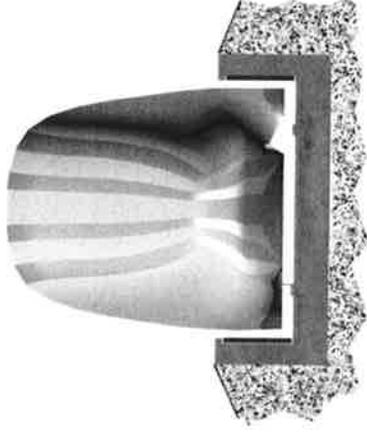
MODERN PROPULSION OPTIONS



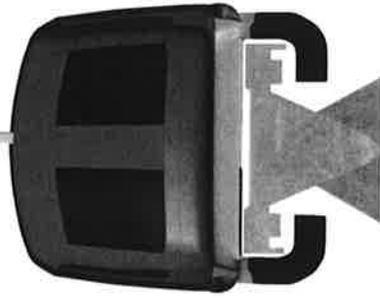
M-2000 SC MAGLEV EDS
QUADRUPOLE
IN PLANAR MODE



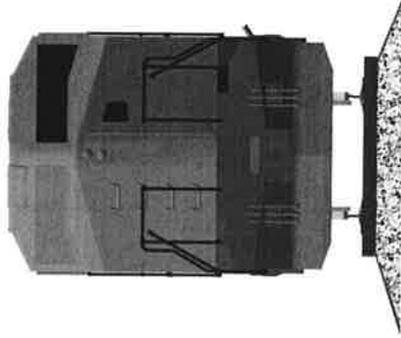
M-2000 SC MAGLEV EDS QUADRUPOLE
IN MONORAIL



JR SC MAGLEV EDS - DIPOLE



MAGLEV EMS



DIESEL HYBRID

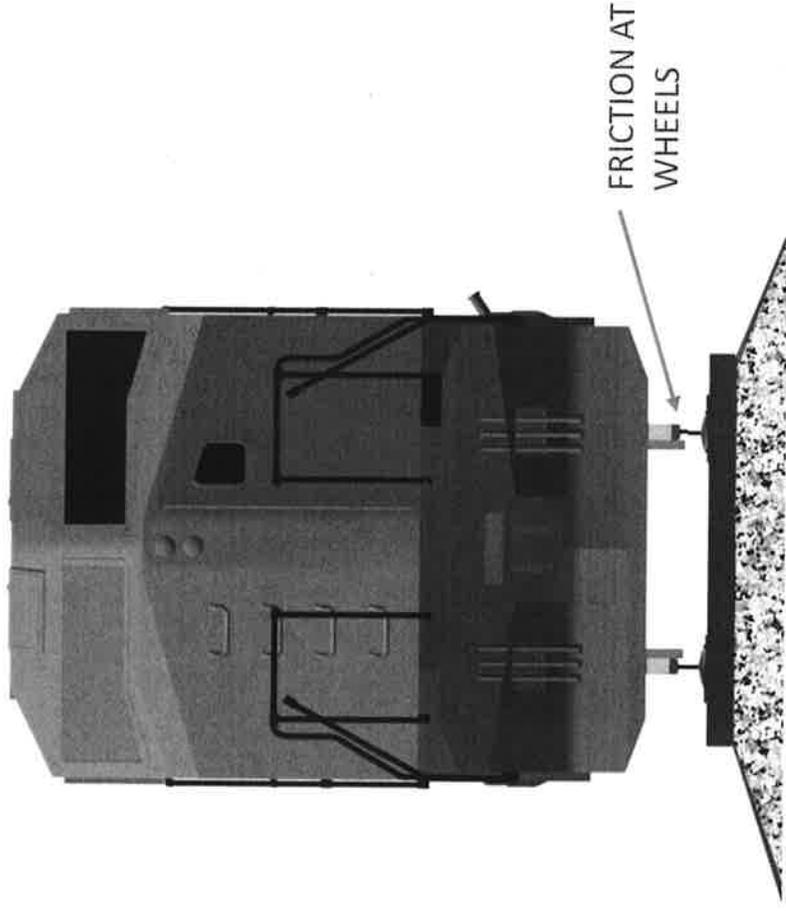


ELECTRIC HSR

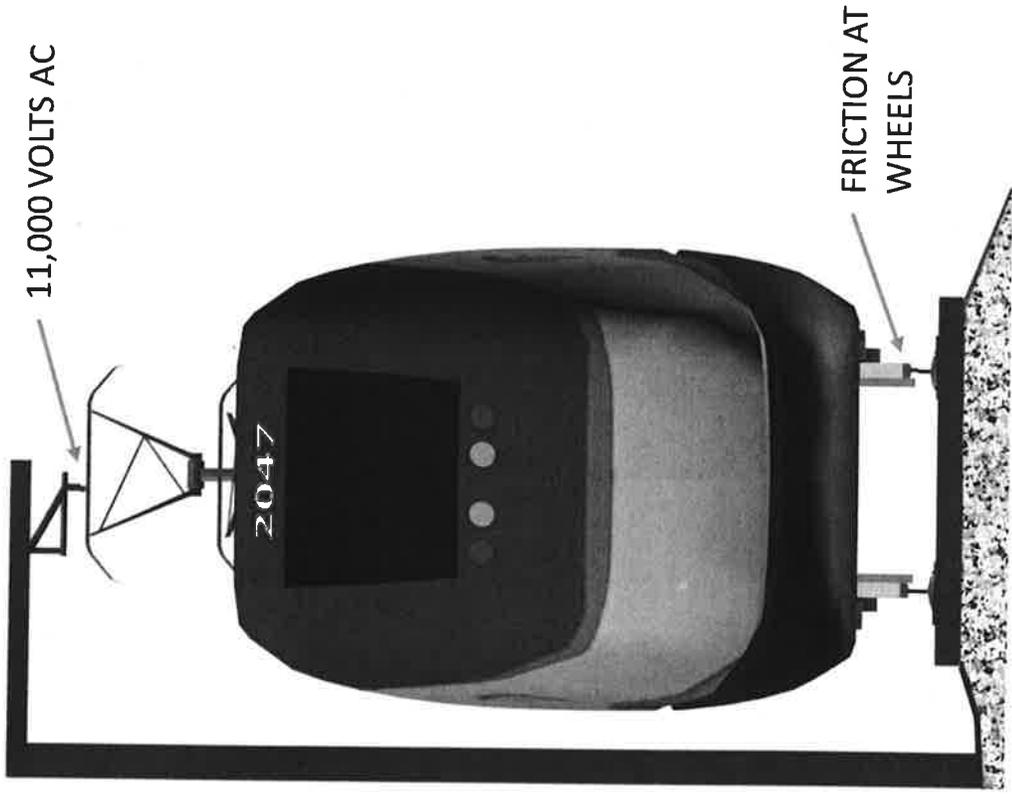


DIESEL HYBRID PROPULSION

- Diesel Hybrid train is being designed with sophisticated sodium-metal batteries that will store energy recovered during braking
- GE built its first electric locomotive prototype in 1895. However, high electrification costs caused GE to turn its attention to Diesel
- Hybrid diesel can run constant speed of 110, top speed 125 mph
- Requires fossil fuel
- Heavy weight of steel wheeled locomotive on steel rails is required for traction. This translates into high track maintenance and greater operating costs

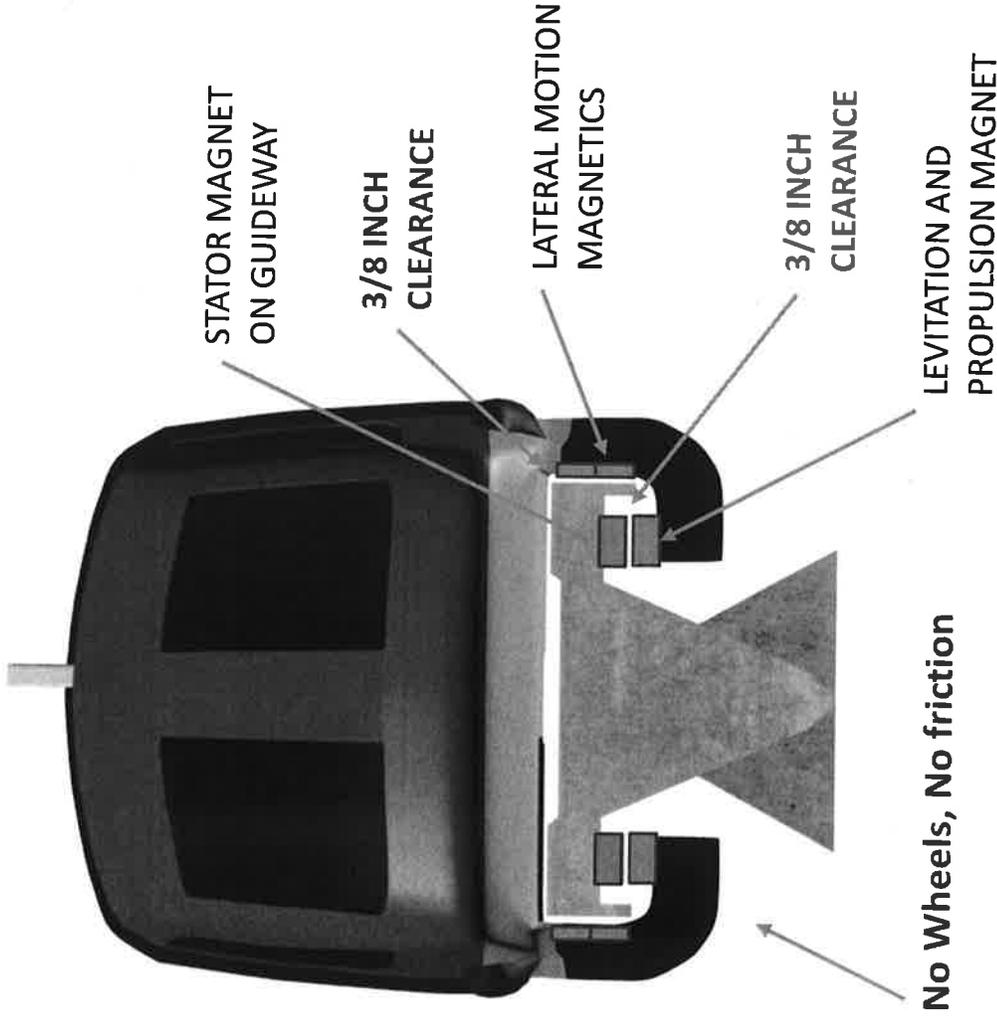


ELECTRIC PROPULSION – HSR



- The *Acela Express* is the only high speed rail service in North America that exceeds 125 mph.
- The Amtrak *Acela* service started in 2000 and is certified for a top speed of 165 mph and reaches a maximum of 150 mph in regular service.
- America's government-run passenger rail service, received \$1.4 billion in taxpayer subsidies.
- The *Acela* carried more than 3.3 million passengers in 2011 compared to domestically, **U.S. airlines** carried 642.2 million **passengers**, in 2011
- Study shows that Amtrak loses \$32 per passenger
- Amtrak service is often shut-down due to commercial electric power problems

MAGNETIC PROPULSION-EMS

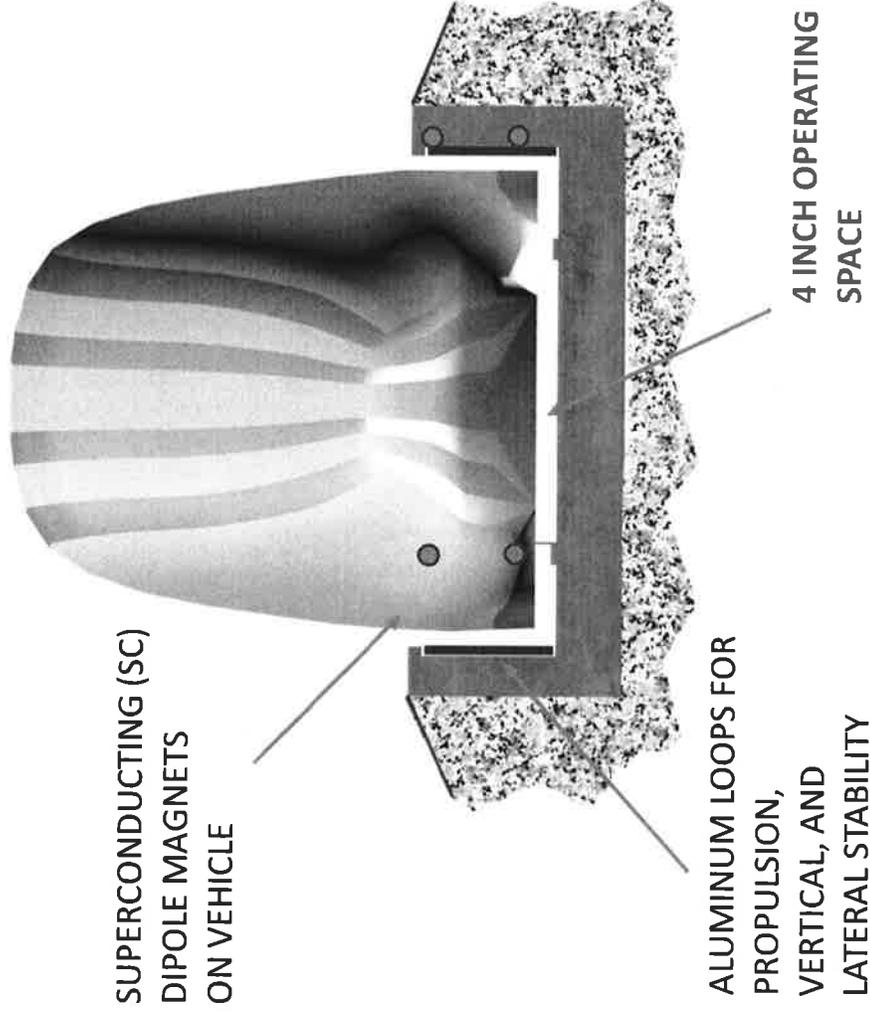


- Shanghai Maglev built by Germany's Transrapid, runs at 268 mph. Daily operation started in 2004. The journey takes 7 minutes and 20 seconds to complete the distance 18.6 miles. A train can reach 217 mph in 2 minutes, with the maximum normal operation speed of 268 mph reached thereafter.
- Record speed of 311 mph
- The electromagnetic suspension EMS uses attractive magnetic force system to levitate.
- Requires emergency battery power in event of power failure
- High construction cost of precision guideway to keep 3/8 inch clearance



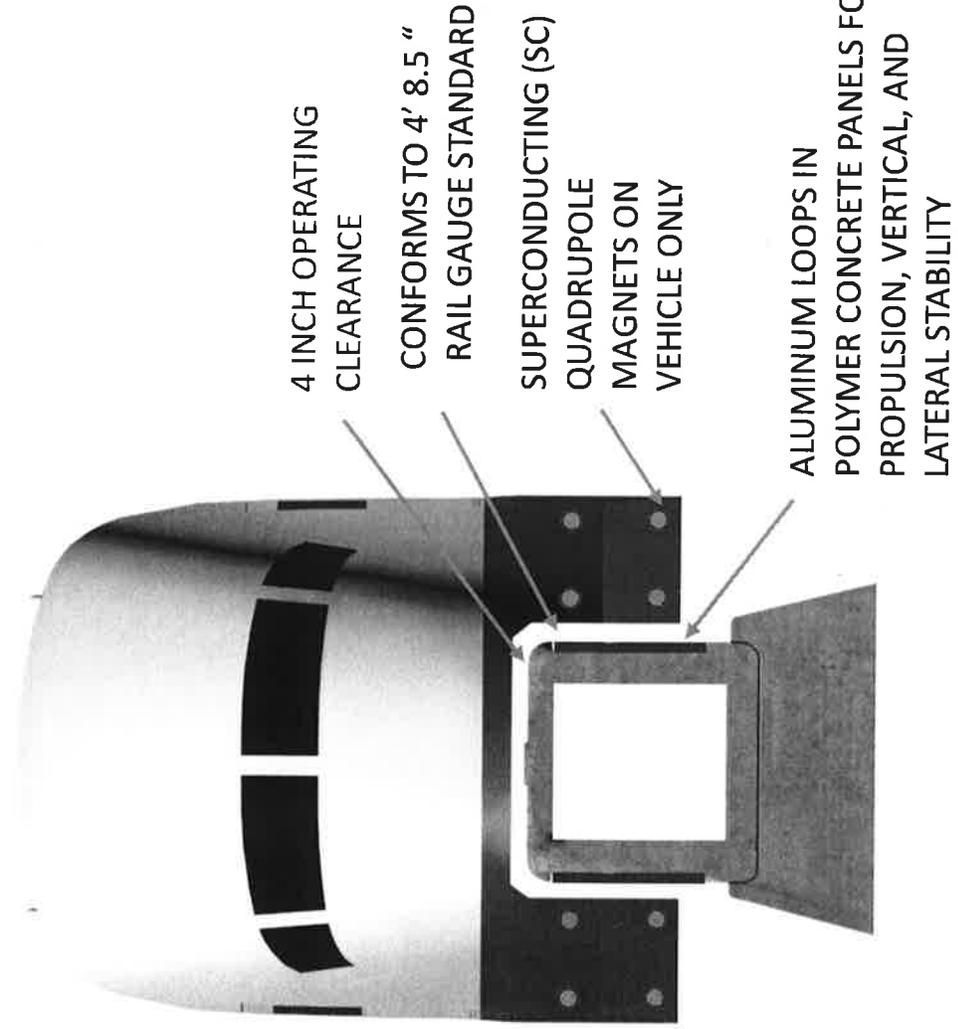
JR SC MAGLEV DIPOLE PROPULSION – EDS

- Japan's Maglev Passenger Transport is based on 1966 U.S. invention by Drs. James Powell and Gordon Danby from Brookhaven National Laboratory.
- 1st Generation Maglev 2000 superconducting (SC) repelling magnetic force system built by Japan Central Railway System, testing began in 1977.
- In December 2003, a three-car Maglev reached a maximum speed of 361 mph, **(world speed record for rail vehicles)**
- The major differences between EDS maglev train and EMS maglev train is EDS maglev train uses repelling force of super-cooled, superconducting electromagnets to achieve 4 inch operating clearance
- U-track disadvantage in heavy rain ice and snow



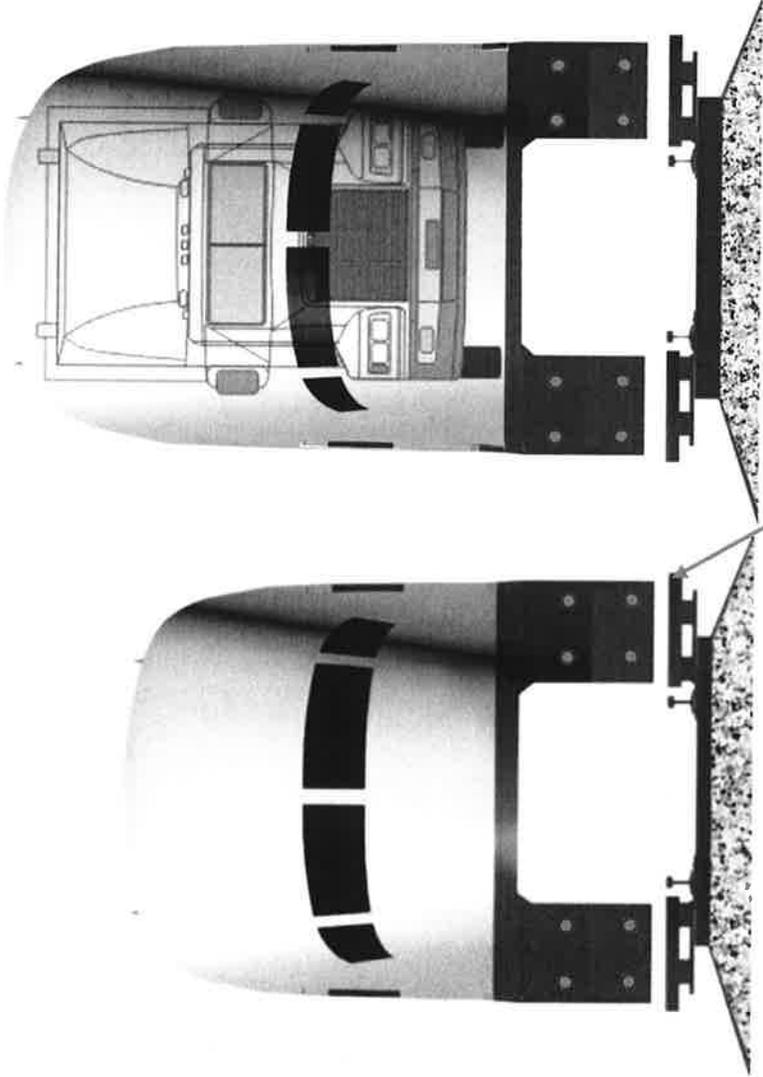
M-2000 SC MAGLEV QUADRUPOLE – MONORAILED S

- Drs. James Powell and Gordon Danby have created 2ND Generation Maglev 2000 System Design
- Hollow prefabricated box beam elevated monorail guideway with polymer concrete panels with aluminum loops to provide vertical lift, lateral stability, and linear synchronous propulsion provides for safe high-speed operations.
- Eliminates overhead catenary/pantograph
- Superconducting (SC) quadrupole magnets can run even after the power supply has been shut off, for example in the event of a blackout.
- It's 4 inch operating clearance can operate in ice and snow conditions. The 4" gap allows ground movement such as caused by earthquakes.



M-2000 SC MAGLEV QUADRUPOLE – PLANAR EDS

- Quadrapole Magnets permit using existing railways and infrastructure with little modification
- Less expensive than elevated monorail guideways
- Less disruptive when accessing built up metropolitan areas
- Maglev can transition from high speed monorail guideways to planar mode with ease.
- Compatible with Maglev 2000 passenger or freight carrier vehicles
- Operating in on-grade planar road rather than elevated mode slows speeds for safety



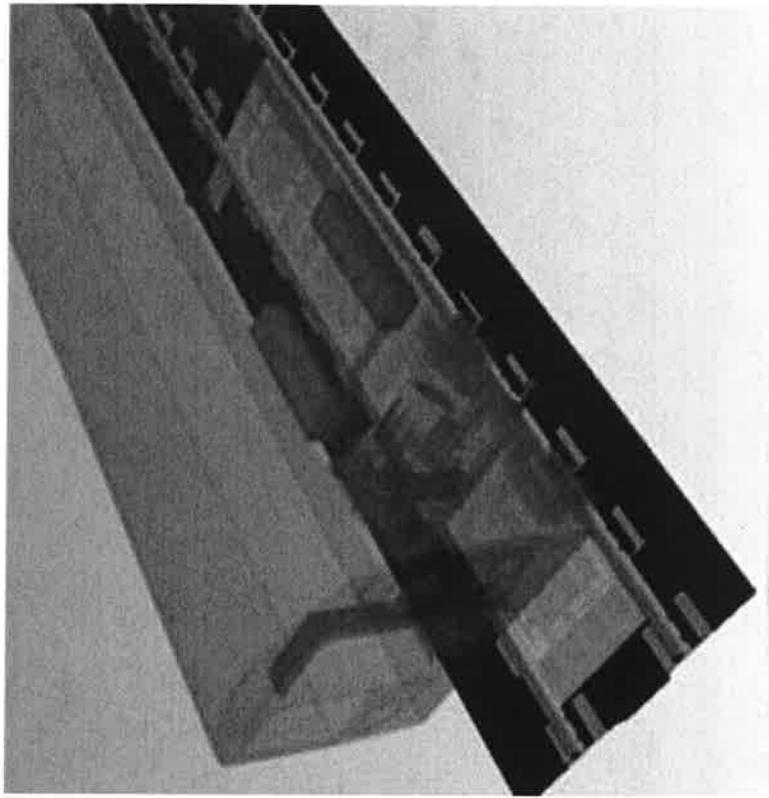
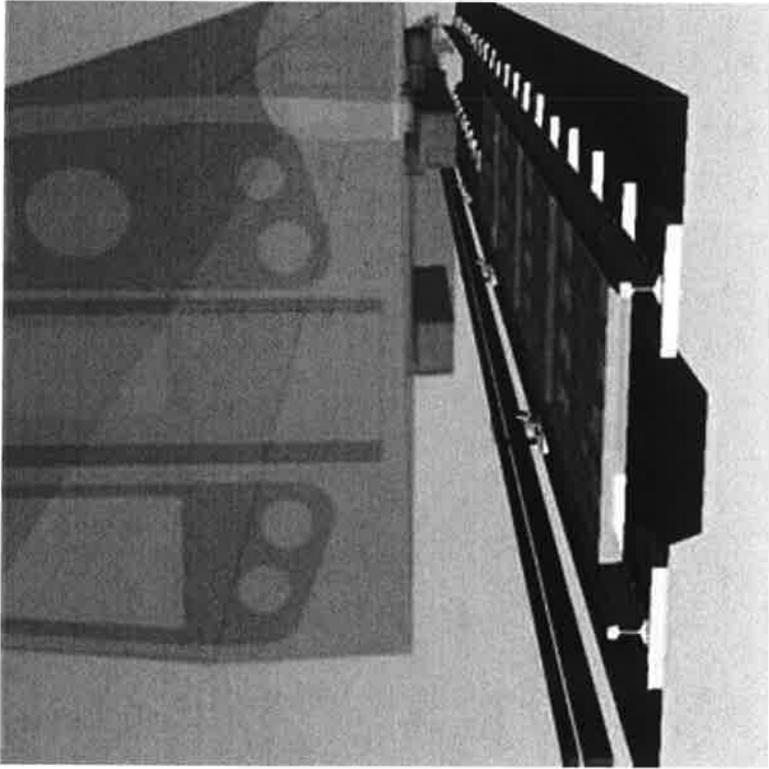
Passenger Vehicle

Freight Vehicle

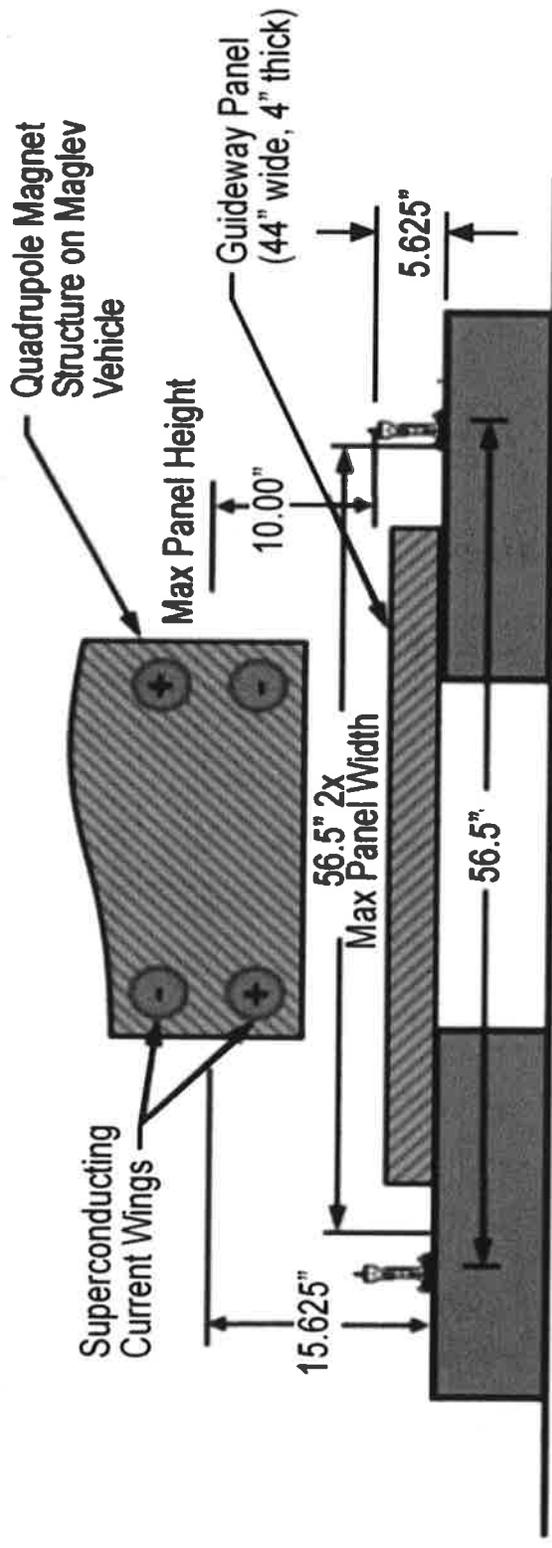
ALUMINUM LOOPS IN POLYMER CONCRETE PANELS FOR PROPULSION, VERTICAL, AND LATERAL STABILITY



NEW YORK CITY SUBWAY ADAPTED TO MAGLEV

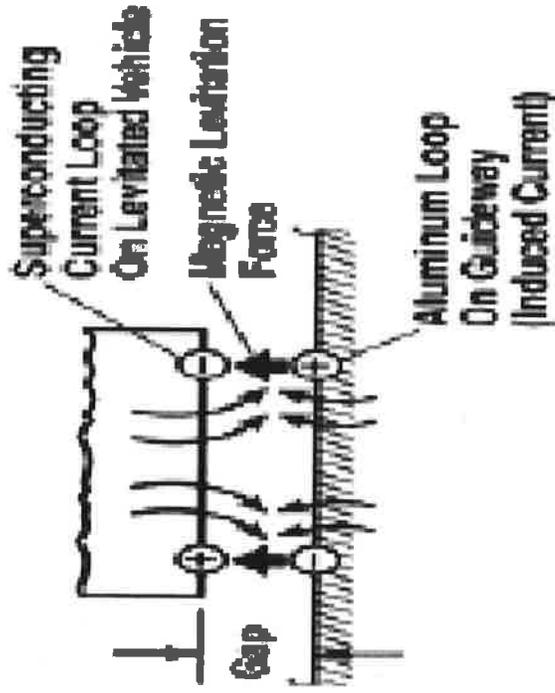


CROSS SECTION DRAWING OF NEW YORK CITY SUBWAY TRACK WITH ATTACHED MAGLEV GUIDEWAY PANEL AND VEHICLE QUADRUPOLE MAGNET ABOVE IT

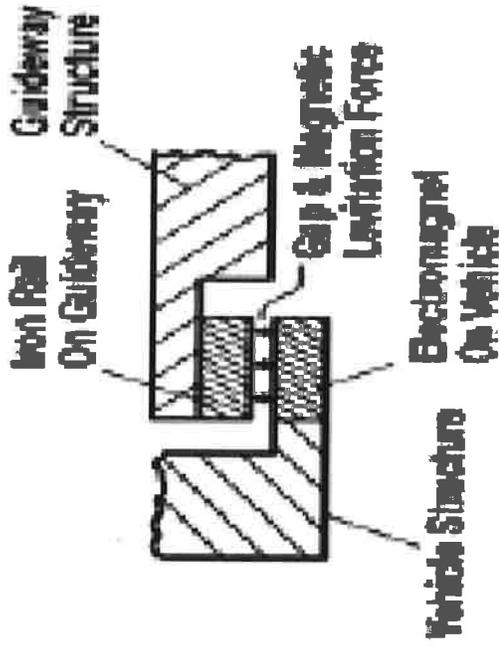


GAP ADVANTAGE: REPELLING FORCE VS ATTRACTIVE FORCE

SUPERCONDUCTING MAGLEV



ELECTROMAGNETIC MAGLEV



WHY SUPERCONDUCTING (SC) MAGLEV?

- Maglev eliminates rolling friction and is therefore more efficient than steel-wheeled guided surface transport.
- Superconducting Magnets eliminate electrical resistance and are much more powerful than conventional electromagnets.
- Conventional electromagnets of equivalent strength to superconducting magnets would melt the magnets.



WHY 300 MPH INTERCITY TRUCKING?

- **Highway Damage by Trucks is Equivalent to 9400 Autos.**
- **Average Cost of Trucking is 30 cents per Ton mile Compared to SC Maglev at 10 cents Per Ton Mile.**
- **Highway Freight Trucks Average 50 mph.**
- **Trucks are Often Slowed by Weather and Congestion.**

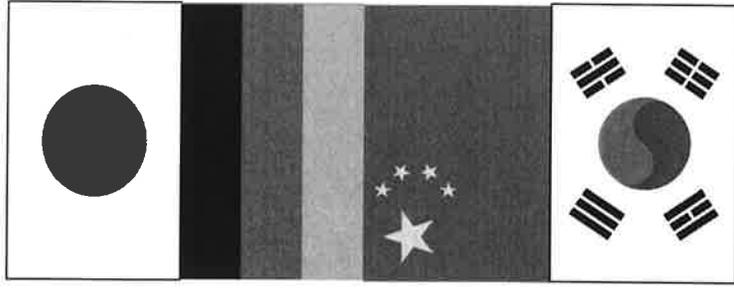


MAGLEV ECONOMICS

- Savings of \$1,000 Per Capita in Reduced Cost of Goods Delivered and Reduced Travel Fares
- 5 cents per passenger mile, & 10 cents per ton mile based on
- Much Faster Construction with Factory Built Guideway Components
- Much Lower Operating Costs of Superconducting Magnets by Avoidance of Rolling-Friction of Rails and Much Greater Efficiency & Regeneration of Electricity to Grid When Braking.
- Much Lower Maintenance Costs Compared to Heavier Steel-wheel Rail Systems and Catenary for Electric Current Transmission

INTERNATIONAL COMPETITION

“This is the story of a contest almost no one is watching. At stake is the preeminence in the production and sale of a revolutionary new mode of transportation. It is called Magnetic Levitation-Maglev for short. It will define the coming century much as the railroad defined the last one, and the automobile and airplane have defined this one.” Daniel Patrick Moynihan, 1989



Japan

Germany

China

Korea

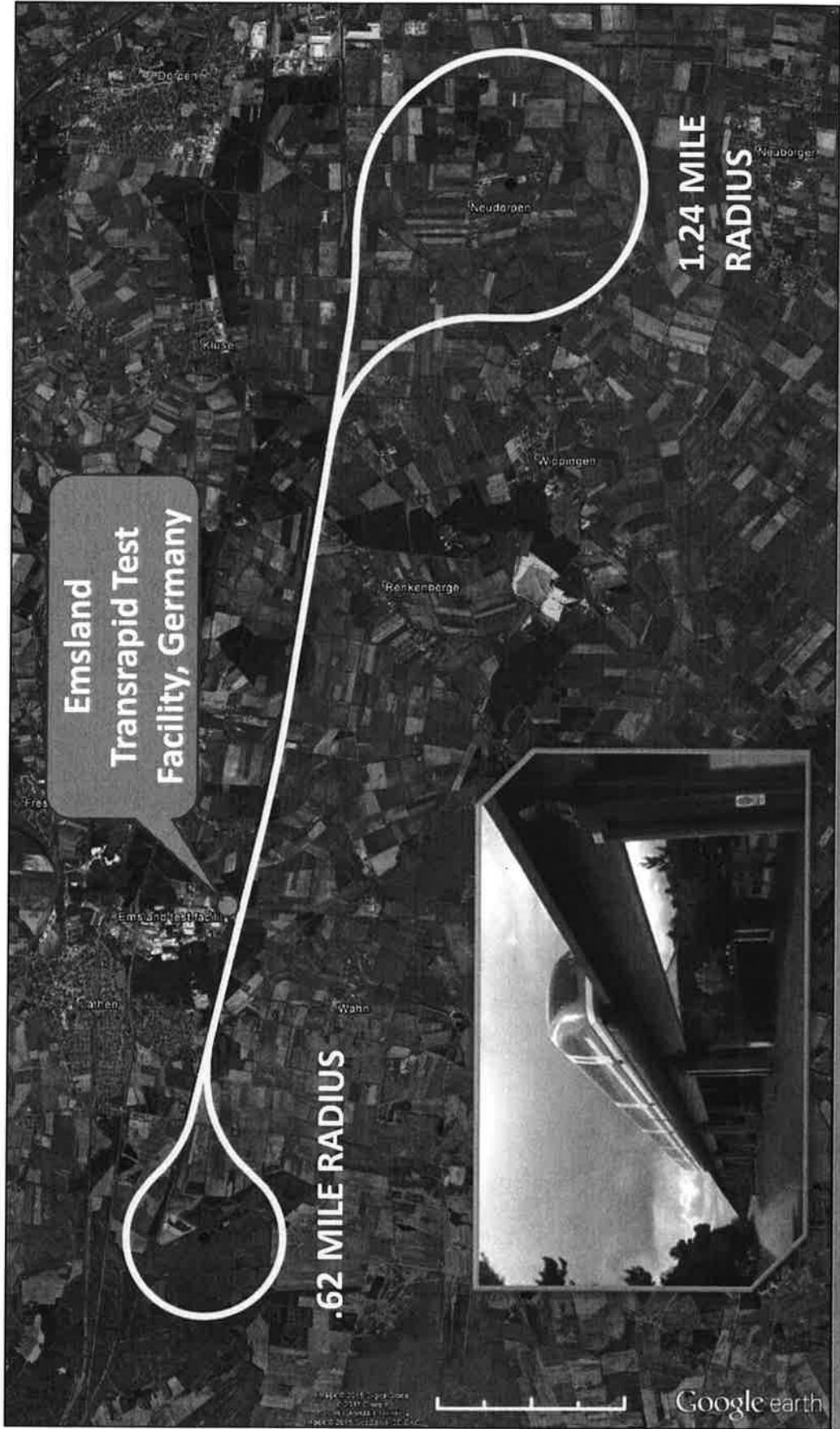


United States is not competing.

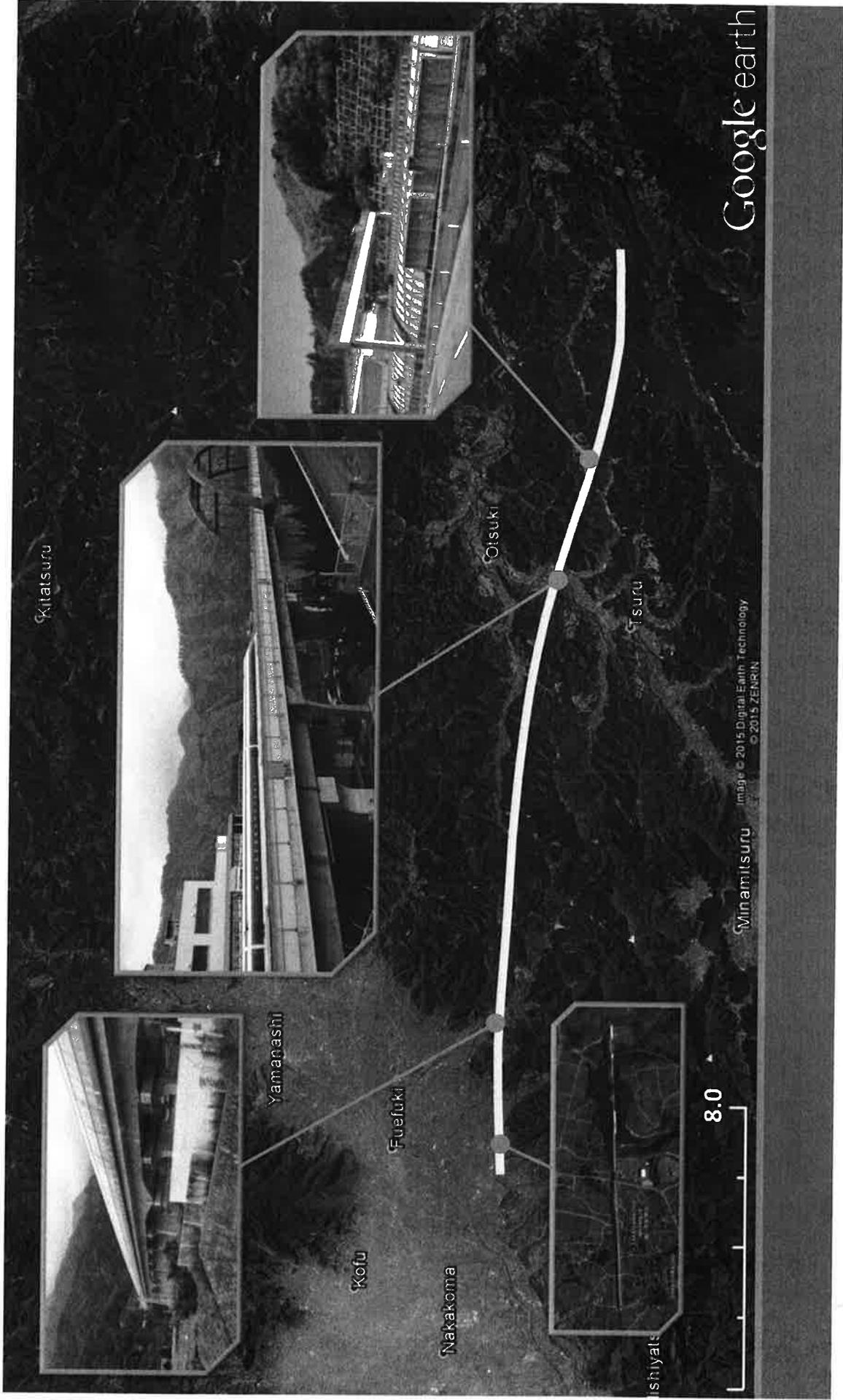
It has not funded a test facility like those funded by the governments of Japan, Germany, Korea, and China



GERMANY'S INVESTMENT IN TRANSRAPID 19.5 MILE TEST FACILITY



JAPAN'S INVESTMENT IN YAMANASHI 26.6 MILE MAGLEV TEST FACILITY



MERKEL RIDES MAGLEV TRAIN AFTER SHANGHAI TOUR

GOV.cn Wednesday, May 24, 2006



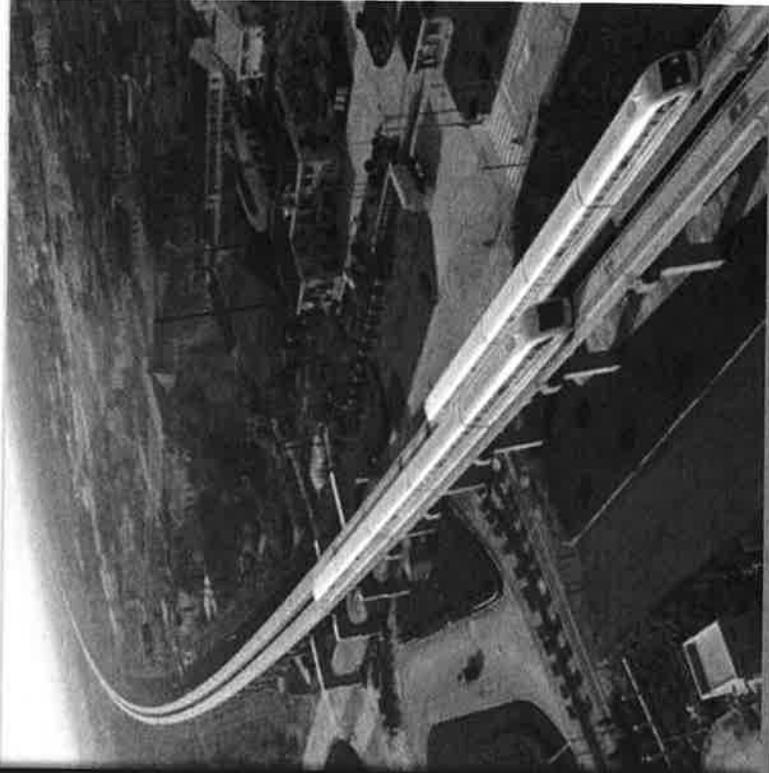
Accompanied by Chinese Vice Premier Zeng Peiyan (R), German Chancellor Angela Merkel rides the maglev (magnetic levitation) rail line in Shanghai, east China, May 23, 2006. [Xinhua Photo]

Angela Merkel finished her maiden trip to China as German Chancellor with a cruise on Shanghai's futuristic Maglev train yesterday.

Merkel's business-centred visit concluded with her riding from Longyang Road to Pudong International Airport on the Siemens-made magnetic train.

After clinching 19 major business co-operation deals on Monday, Merkel met members of the German business community in Shanghai during her 16-hour long visit to the city, making sure they were the first to know about the freshly inked agreements.

"You have already done a good job in Shanghai," Merkel told them. "The 2010 Shanghai World Expo is a good opportunity for you, too."



NATIONAL

Daschle rides maglev in push for U.S. version

KYODO, JIJI

ARTICLE HISTORY | NOV 17, 2013

NAGOYA - A former senator advising a U.S. maglev advocacy group rode one of the magnetically levitated trains on Saturday on a test track in Yamanashi Prefecture.

Tom Daschle, who is advising The Northeast Maglev group, praised the quality of the Central Japan Railway Co. train after taking a ride at speeds of 500 kph.

TNEM is lobbying for a maglev system to be built between New York and Washington in conjunction with the railway, better known as JR Tokai.

"We'd like to share the technology as a symbol of Japan-U.S. cooperation will be an international standard that can be adopted anywhere in the world," said Chairman Yoshiyuki Kasai.

House of Japan

JAPAN NEWS AUTO TECHNOLOGY CULTURE TRAVEL CURSIVE . ALL YOU NEED TO KNOW ABOUT JAPAN!



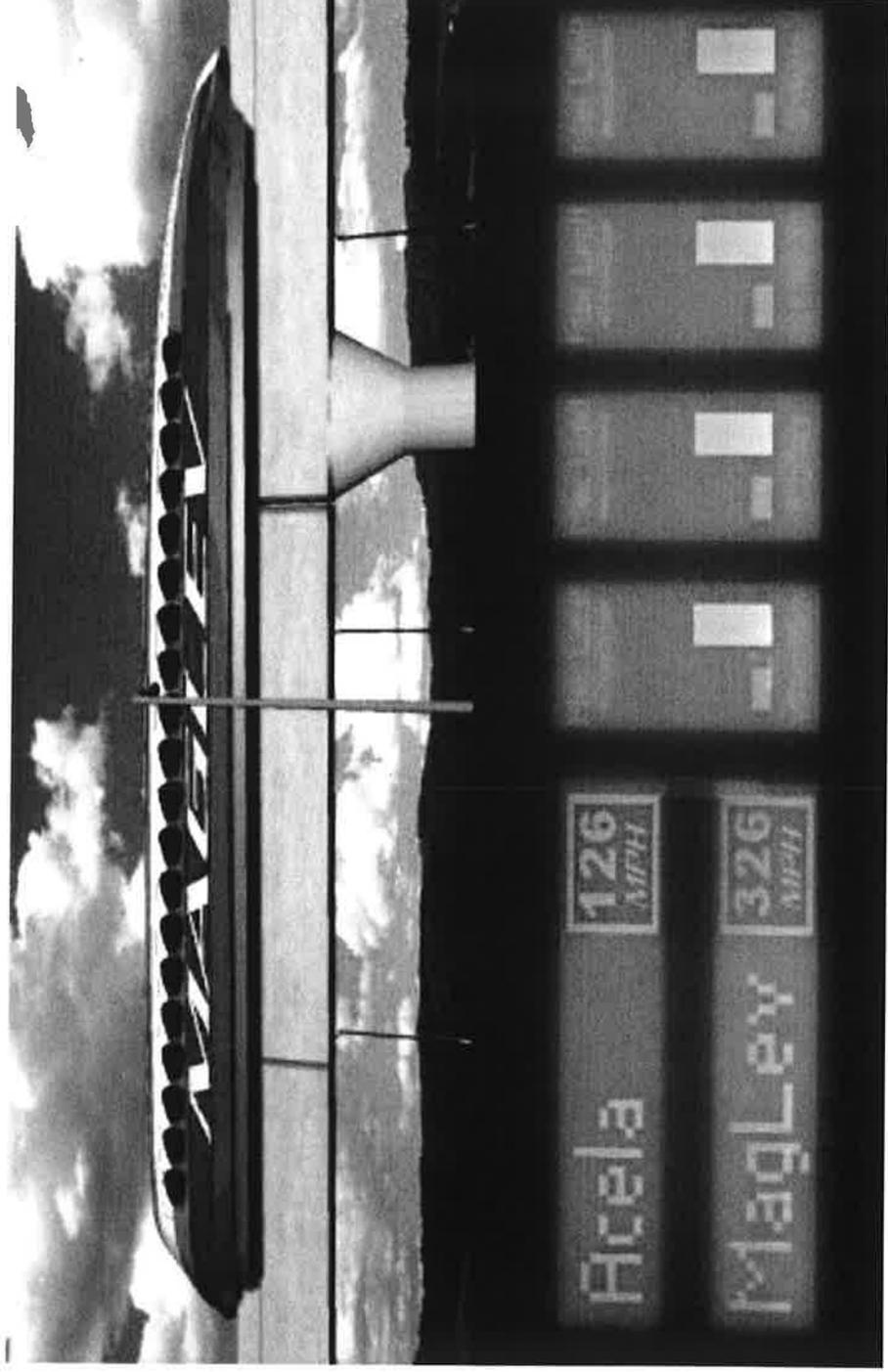
JR TOKAI MAY OPEN NEW MAGLEV TRAIN STATION BEFORE 2020 OLYMPICS



Central Japan Railway Co. is considering opening a new station for its magnetically levitated trains in Kofu in Yamanashi Prefecture, west of Tokyo, ahead of the 2020 Tokyo Olympics, according to a source familiar with the matter.

AERODYNAMIC DESIGN

An artist's drawing of an aerodynamic design. A 300 mph Maglev vehicle experiences only atmospheric drag. There is no rolling friction since the Maglev vehicle uses the repelling force of magnetism to travel more than 4 inches above the guideway panels, which are shown here mounted on the side of a prefabricated concrete beam.

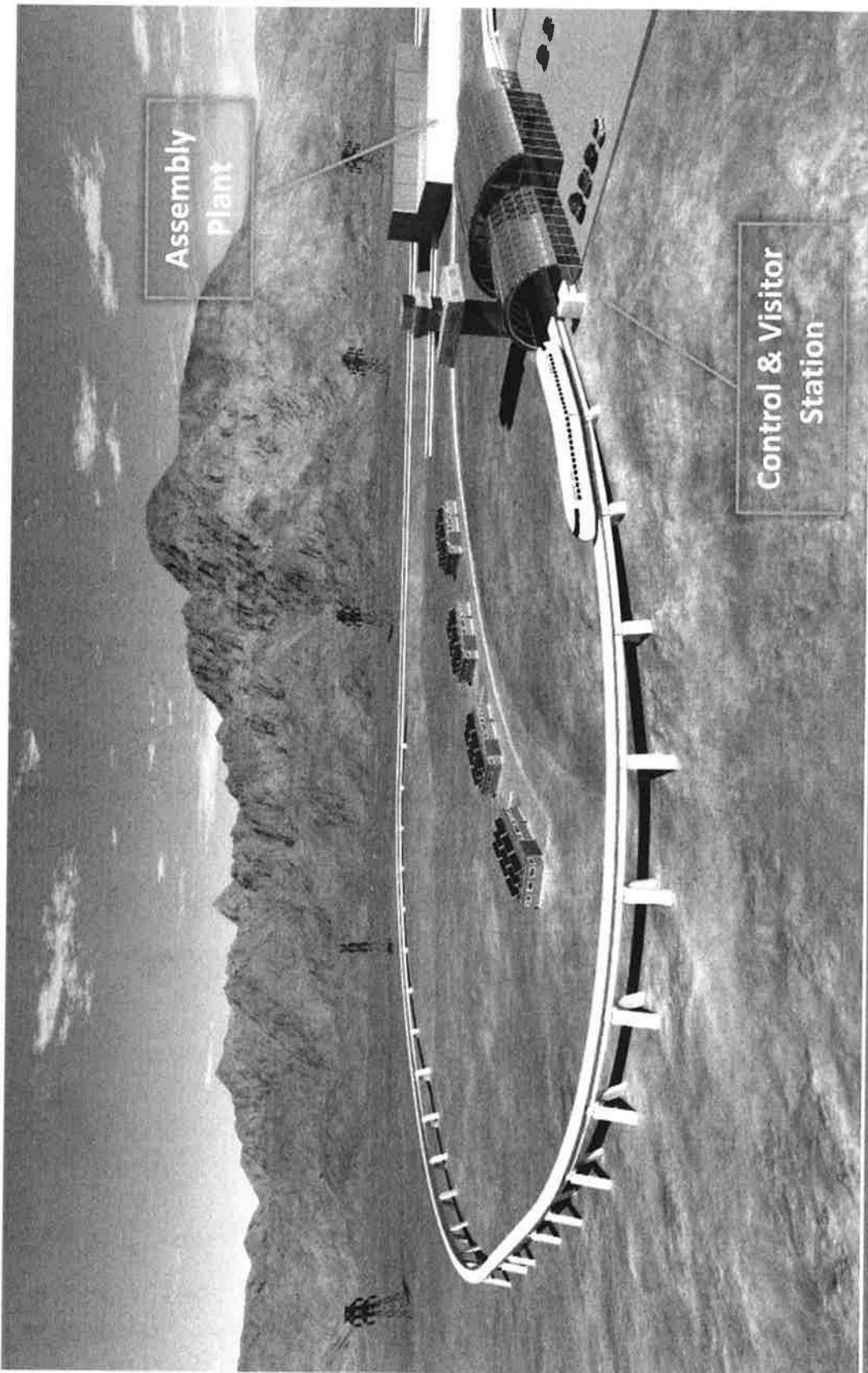


SURFACE TRANSPORTATION ACT REAUTHORIZATION

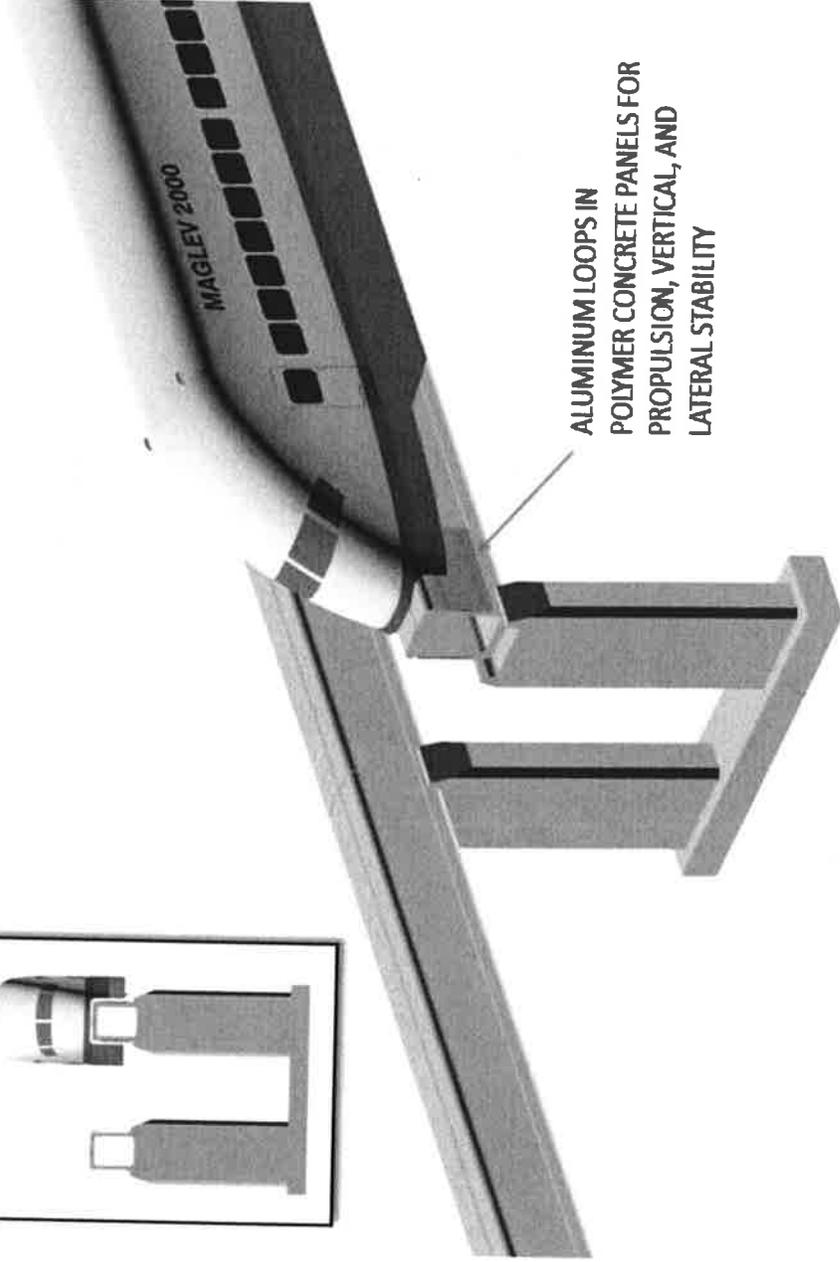
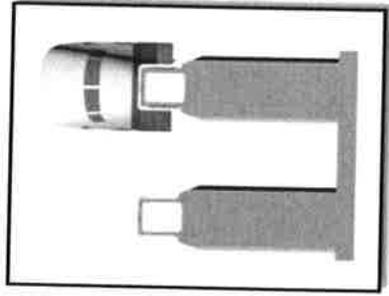
Proposed Amendment to Establish a Maglev Transportation Technical Testing Program

Implement, to the maximum extent practical, preliminary qualifications of magnetically levitated (Maglev) guideway gage standard, including lowest cost potential for two-way elevated narrow-beam superconducting repelling force Maglev guideway system with capabilities for carrying tractor-trailer type highway freight trucks and freight containers, high-speed electronic switching, dual-use of conventional railway trackage and deployable along the rights-of-way of highways, railways, and power lines consistent with section 302 of Title 49, United States Code; provided that the Secretary of Transportation in collaboration with Department of Commerce, National Institute of Standards and Technology shall establish a five-year engineering development, demonstration and technical testing program to competitively test preliminary maglev guideway gage standards and establish these standards by rules issued not later than 6 years from the date of enactment of this paragraph.

SC MAGLEV TEST & CERTIFICATION FACILITY CONCEPTUAL VIEW



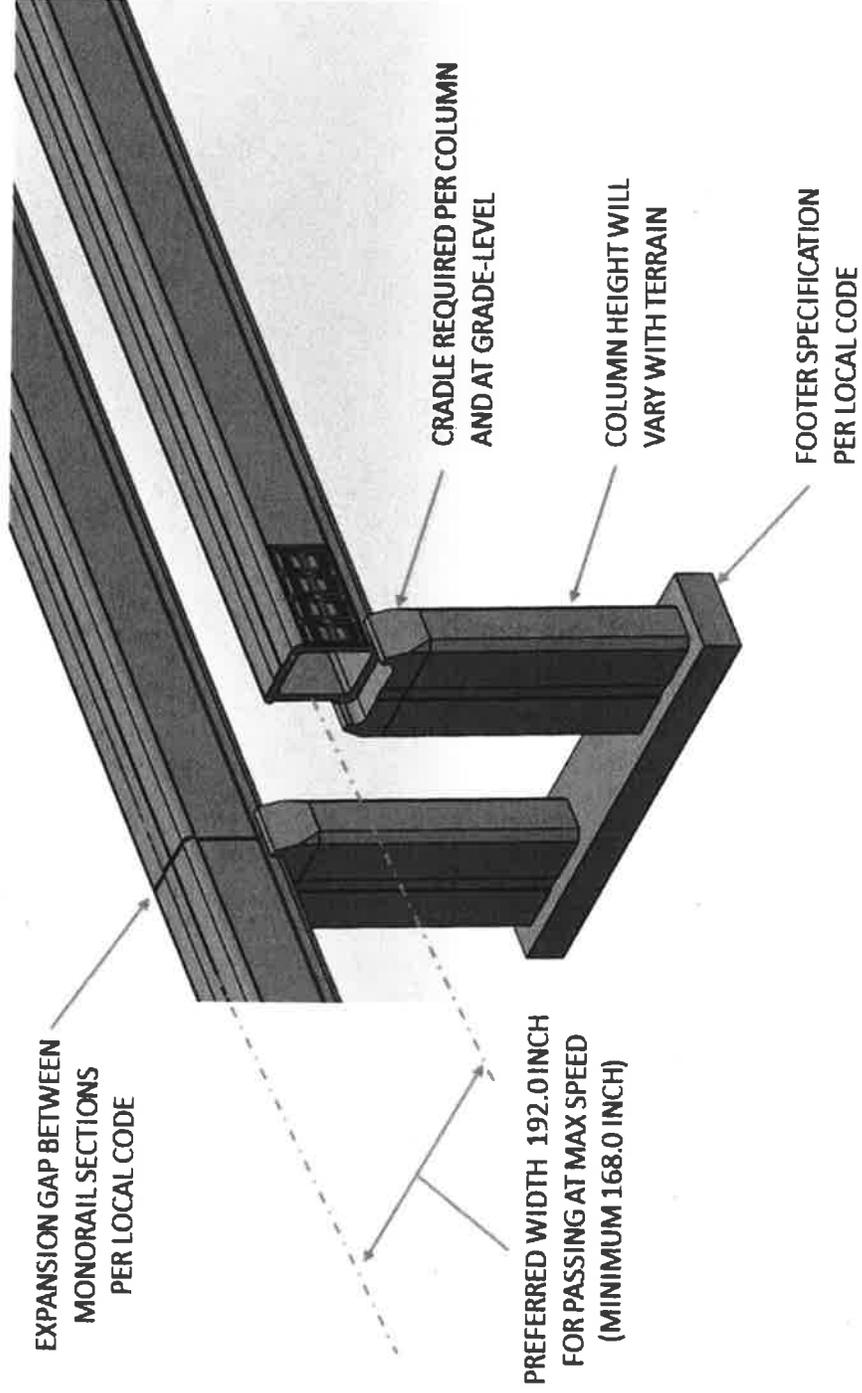
DUAL/BIDIRECTIONAL MONORAIL CONFIGURATION



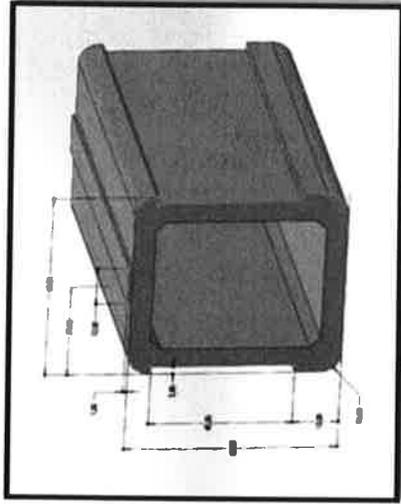
ALUMINUM LOOPS IN
POLYMER CONCRETE PANELS FOR
PROPULSION, VERTICAL, AND
LATERAL STABILITY



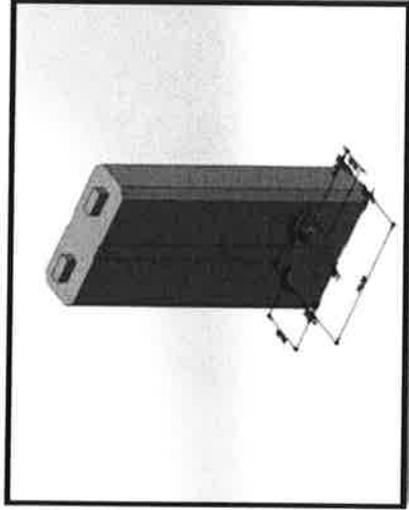
MAGLEV TEST FACILITY COMPONENTS



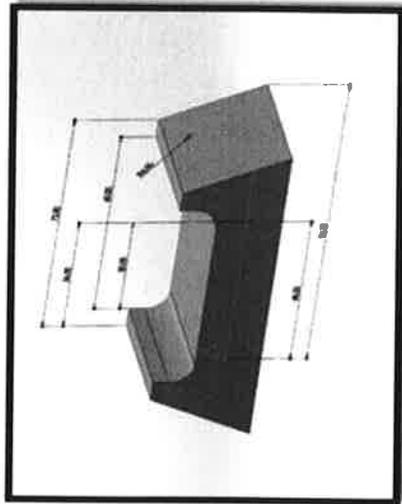
PREFABRICATED GUIDEWAY COMPONENTS



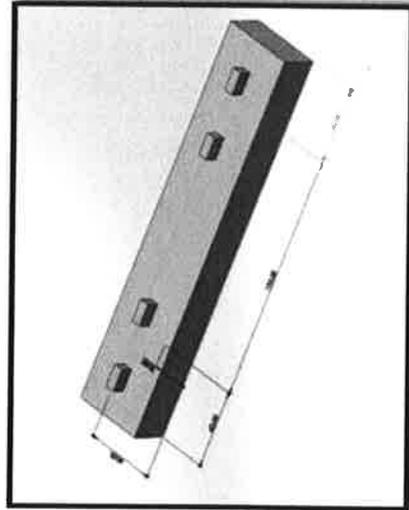
MONORAIL BEAM



COLUMNS



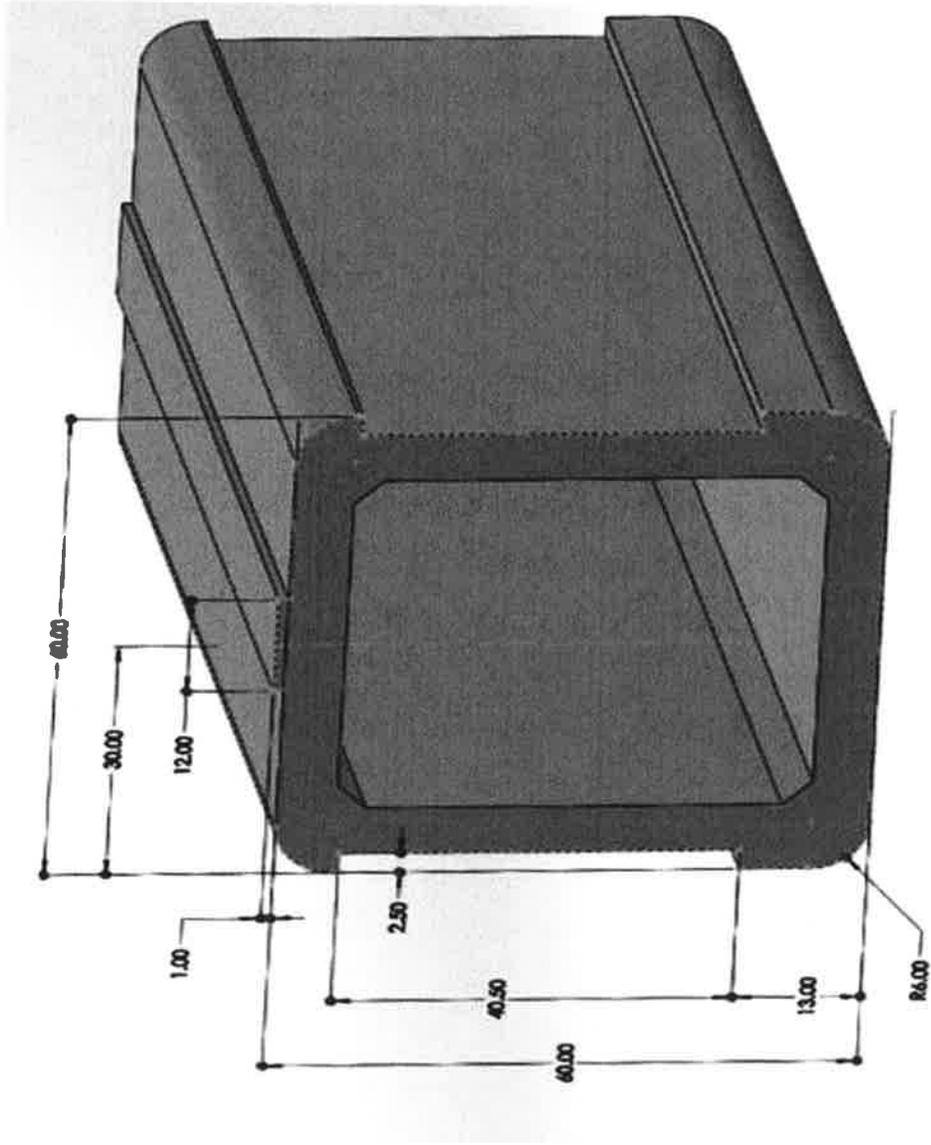
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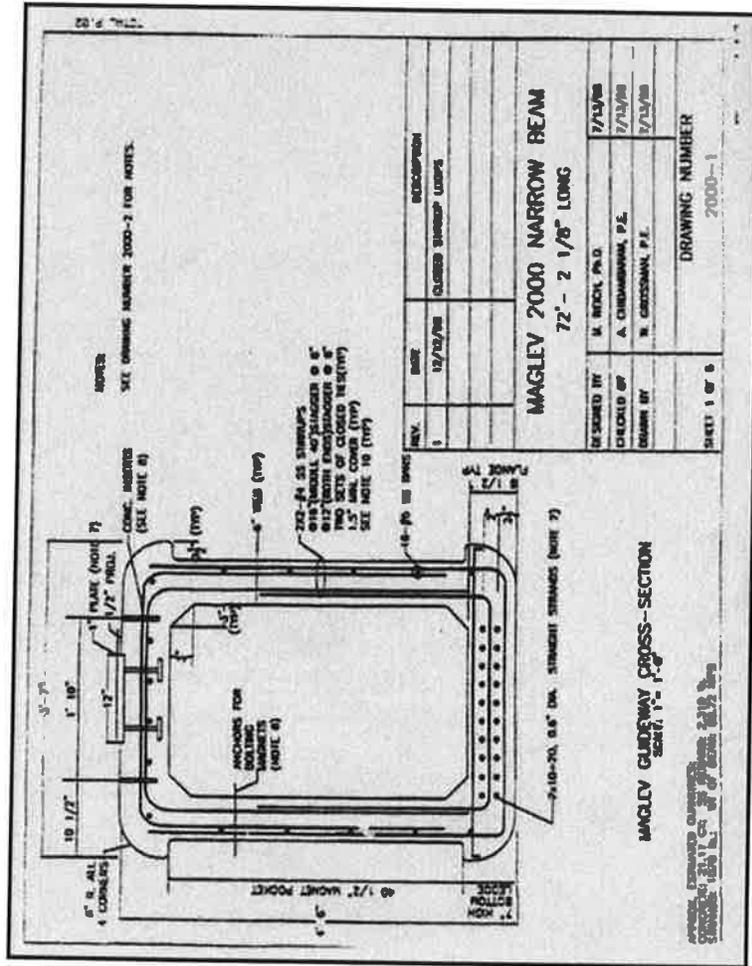
FOOTER - TWO TRACK



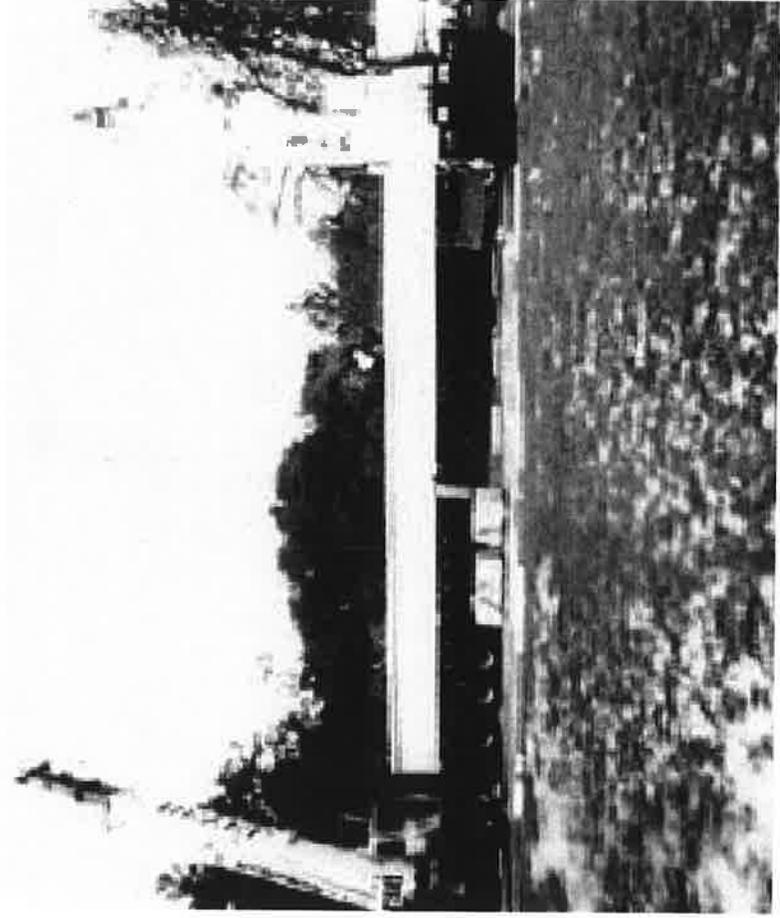
POST TENSIONED PRE-STRESSED CONCRETE BEAM



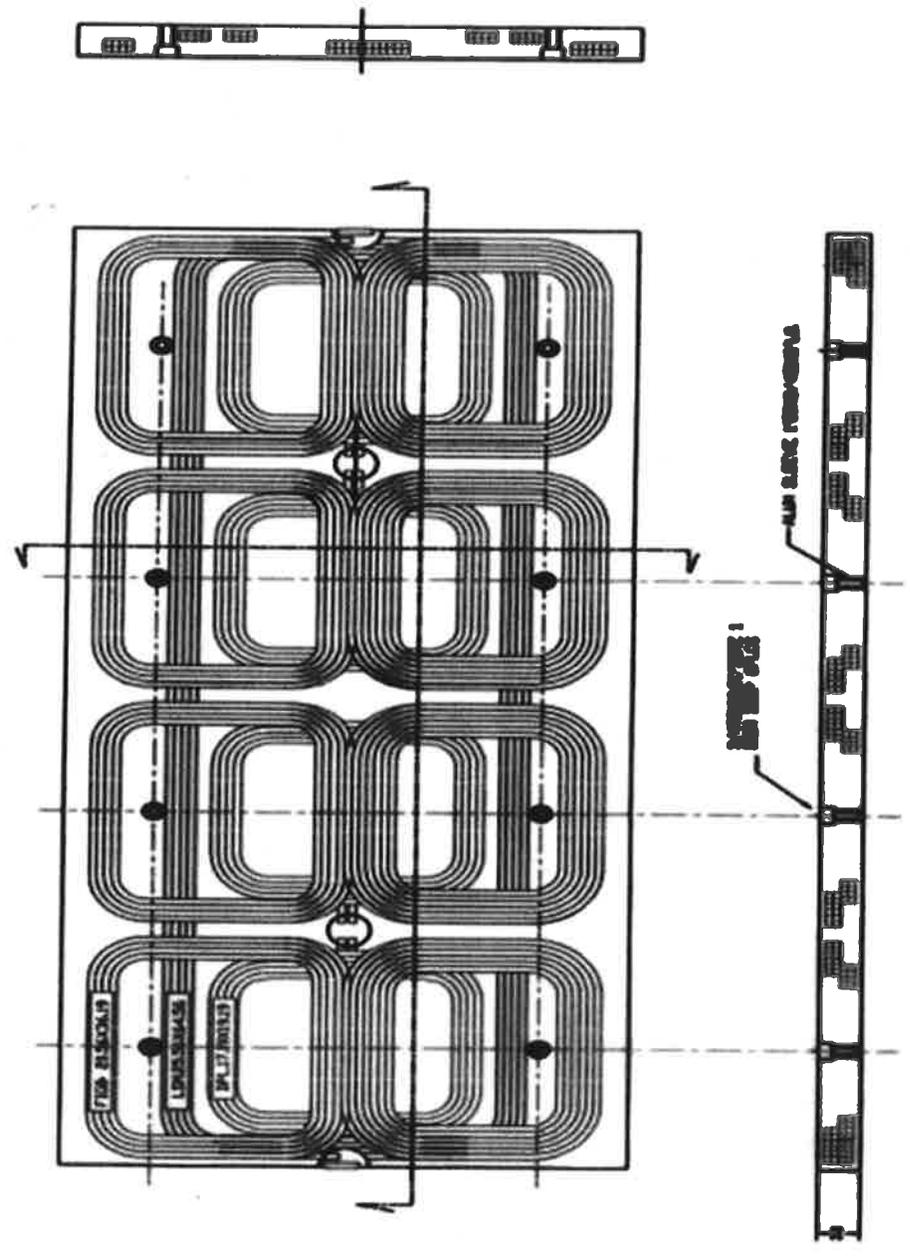
MONORAIL GUIDEWAY BEAM DESIGN



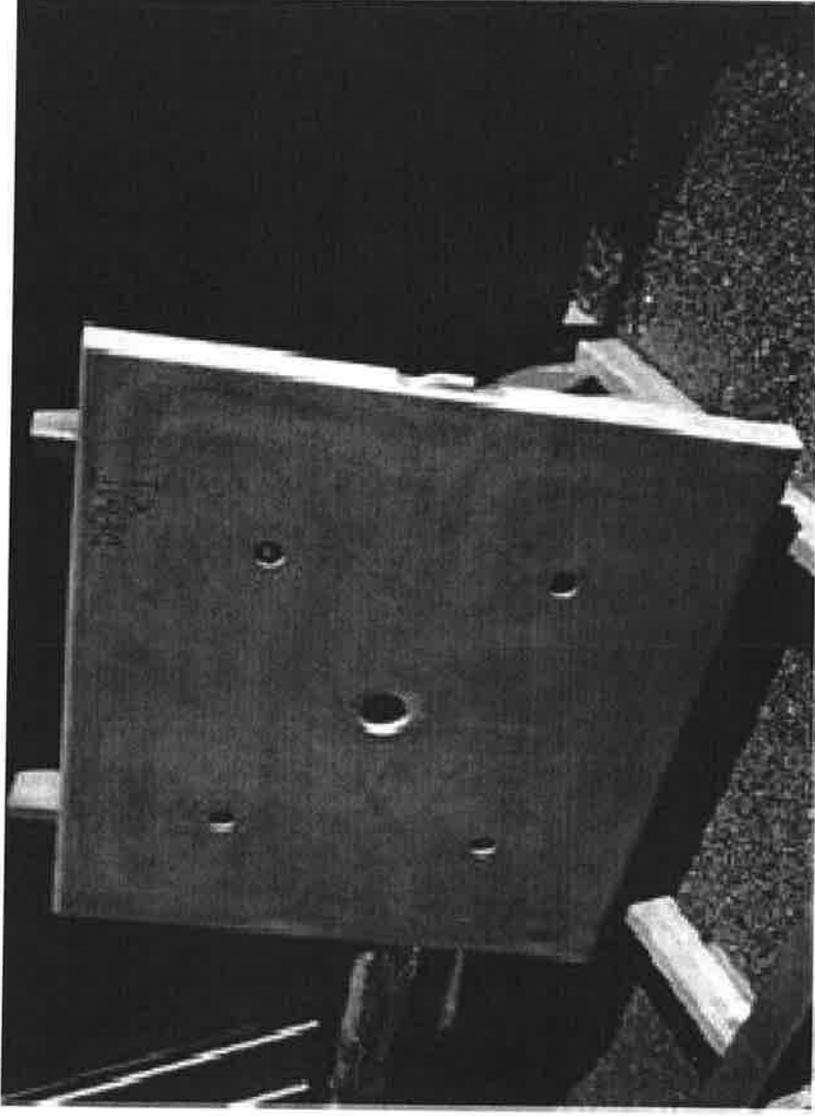
**ACTUAL BEAM FABRICATED IN NJ AND SHIPPED TO
FLORIDA**



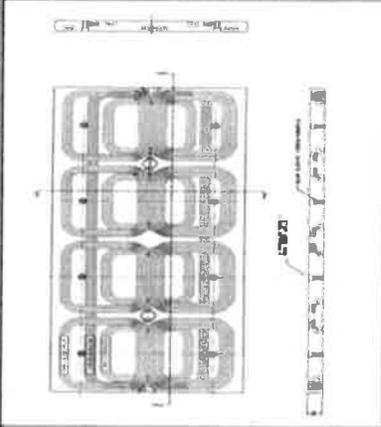
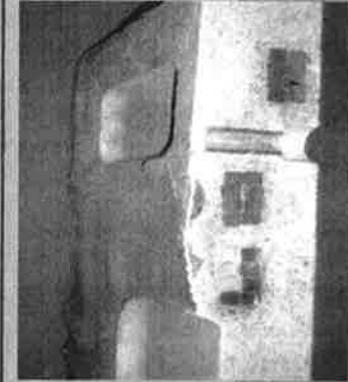
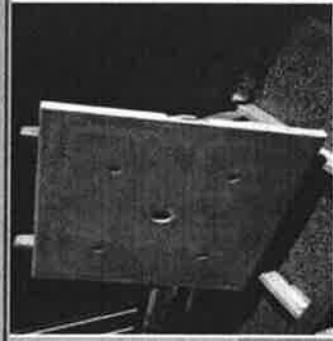
ALUMINUM COILS FOR LEVITATION AND PROPULSION



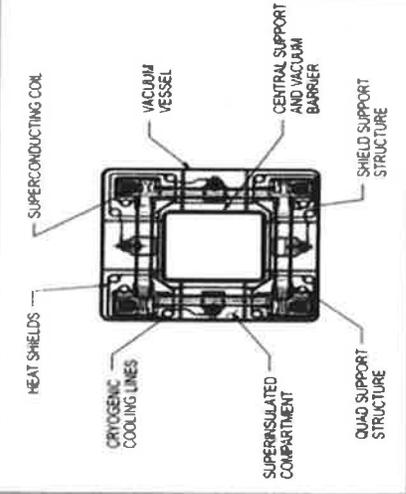
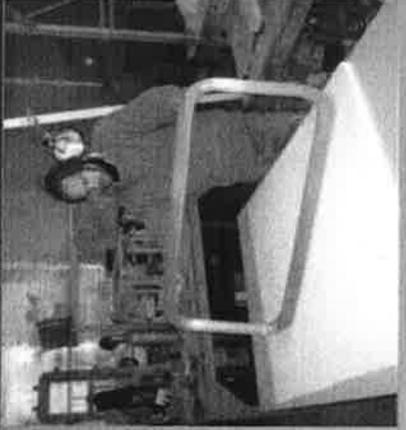
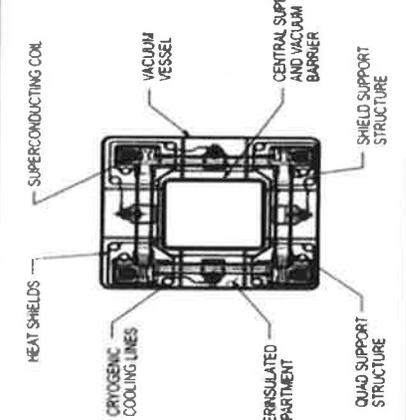
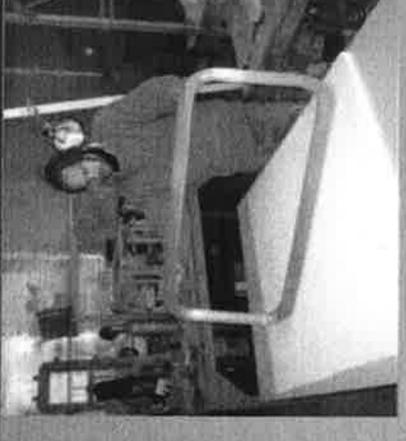
**ALUMINUM COILS ENCAPSULATED IN POLYMER
CONCRETE (CUT TO SHOW WIRE)**



GUIDEWAY PANELS

<p>Drawing of aluminum loop guideway panel providing vertical lift and stability, and linear synchronous propulsion</p>		<p>Completed Guideway Panel with Figure of 8 Dipole, and LSM Propulsion Loops</p>	
<p>Guideway Loop Panel Encased in Polymer Concrete Matrix</p>		<p>Polymer Concrete Panel with Enclosed Aluminum Loop Exposed for 2 years to Outdoor Environment with Multiple Freeze-Thaw Cycles</p>	

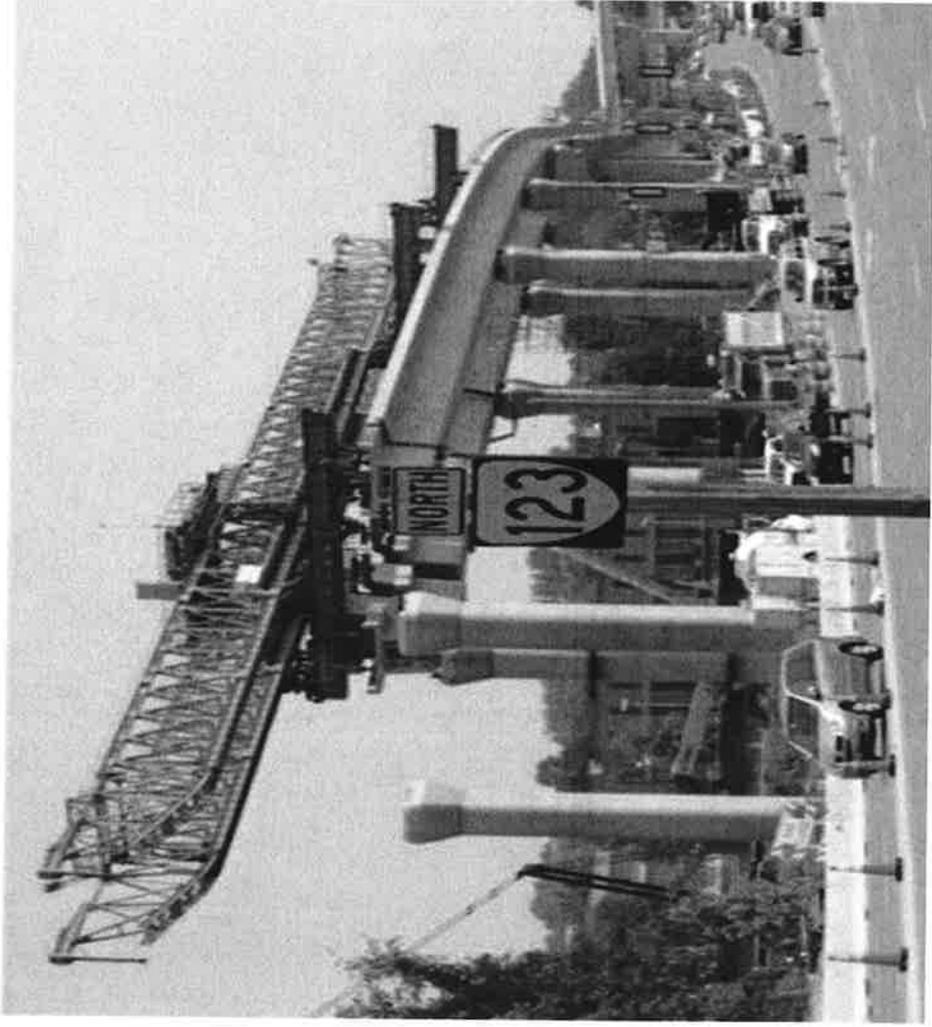
QUADRUPOLE MAGNET MODULES

<p>Cross Section of Quadrupole Magnet With 2 Superconducting Loops of Opposite Magnetic Polarity Enclosed in Cryostat</p>		<p>NbTi Superconducting Loop for Maglev 2000 Quadrupole. 600,000 Amp Turns Capability</p>	
<p>NbTi Superconducting Loop Enclosed in Stainless Steel Jacket that Contains Liquid Helium Coolant</p>		<p>Assembly of Maglev 2000 Superconducting Quadrupole into Cryostat—Successfully Tested at Design Current of 600,000 Amps</p>	

QUADRUPOLE MAGNETS IN INSULATION



CONSTRUCTION TECHNIQUE SIMILAR TO D.C. SILVER LINE



NEC DEIS Comments - RECORD #249 DETAIL

Status : [REDACTED]

Record Date : 1/23/2016

First Name : Jan

Last Name : Magnussen

Stakeholder Comments/Issues :

The proposed track through Old Lyme would be an absolute disaster for the towns historical district, shopping center and the Art Academy. I cannot urge you enough to find another solution.

NEC DEIS Comments - RECORD #600 DETAIL

Status :

Action Completed

Record Date :

2/8/2016

First Name :

Kristin

Last Name :

Magnussen

Stakeholder Comments/Issues :

The price of progress in updating the rail lines is not worth the loss of the home of American Impressionism- Old Lyme CT. Everything about this plan was underhanded as the town government and citizens of Old Lyme knew nothing about this until just recently. Shame on all of you!

NEC DEIS Comments - RECORD #2816 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Brian

Last Name :

Mahar

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 #2883 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Stephanie

Last Name : Maher

Stakeholder Comments/Issues :

As a resident of Palmer for over twenty years, I am hoping that this plan goes through and there is a rail stop in the town of Palmer. Some mill towns have bounced back, but many have not and Palmer is struggling and slowly dying. Young people are leaving and not coming back because there are no opportunities to keep them here. Our access to the Mass Pike, our location between Worcester & Springfield, our downtown area that is begging for a revitalization are reasons why a rail stop would change the lives of our residents, and bring hope for the future of our town.

NEC DEIS Comments - RECORD #2030 DETAIL

Status :

Author Complete

Record Date :

2/15/2016

First Name :

Viraj

Last Name :

Mahida

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2033 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Bhamini

Last Name : Mahida-solanki

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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



December 8, 2015

The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Amishi Castelli
NEC FUTURE Environmental Lead
Volpe National Transportation System Center
U.S. Department of Transportation
55 Broadway
Cambridge, MA 02142

Attn: Rebecca Reyes-Alicea

RE: Federal Railroad Administration Northeast Corridor Future Rail Project, Massachusetts. MHC #RC.52707.

Dear Ms. Castelli:

Staff of the Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer (SHPO), have reviewed the revised draft Programmatic Agreement (PA), and Draft Environmental Impact Statement (DEIS), received November 2 and 12, 2015 for the project referenced above.

The preliminary area of potential effect mapping provided to the MHC in DEIS Appendix A and draft PA Appendix B for portions of the project corridors in Massachusetts continue to include insufficient information for the MHC to offer comments on the proposed preliminary project area of potential effect, or recommendations for other potential interested and consulting parties in Massachusetts. The MHC looks forward to reviewing updated project mapping at a smaller scale and the FRA's determination of the project area(s) of potential effect for Massachusetts as project planning proceeds during Tier 2 projects. The MHC recommends that updated project mapping for the proposed project impact area base maps in Massachusetts utilize current MassGIS town boundaries and current aerial photographs to show existing conditions within the proposed railway corridor.

The MHC will participate in future consultation for the implementation of 36 CFR 800.4 to 6 for Tier 2 projects. As proposed in the DEIS project specific information for future Tier 2 projects will be submitted to the MHC by the involved federal agencies, and appropriate determinations and findings, including definition of areas of potential effect; and scopes for identification and evaluation efforts will be developed in consultation, to avoid, minimize or mitigate adverse effects to significant historic and archaeological resources in Massachusetts.

The MHC looks forward to reviewing the final PA that includes a revised Appendix I incorporating the following language to assist in future consultation with the MHC for conducting environmental review projects in Massachusetts:

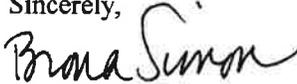
Please delete lines 81 through 86 of Section IV and replace with the following language: Archaeological investigations, including archaeological reconnaissance surveys that may be required for portions of the project in Massachusetts shall be conducted under a State Archaeologist's permit (950 CMR 70). A State Archaeologist's permit application shall be submitted to the MHC by a qualified professional archaeologist with relevant previous experience in the region and glaciated Northeast retained by the project proponent. The State Archaeologist shall be consulted concerning an appropriate curatorial facility for all collections from field investigations conducted under permit.

Please also add the following paragraph to Section IV: "Within Massachusetts portions of the project impact area on non-federal lands, identified human remains shall be protected and treated consistently with the Massachusetts Unmarked Burial Law (Massachusetts General Laws, Chapter 38, § 6; Chapter 9, §§ 26A and 27C; and, Chapter 7, § 38A; all as amended). Any non-Native American human remains shall be treated in accordance with the Massachusetts Historical Commission "Policy and Guidelines for Non-Native Human Remains Which Are Over 100 Years Old or Older."

The MHC looks forward to consultation with the FRA on the continued development of the project.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and M.G.L Chapter 9, Sections 26-27C (950 CMR 70-71). If you have any questions or require additional information, please contact Jonathan K. Patton, Archaeologist/Preservation Planner, at this office.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Susan Anderson, AECOM, Glen Allen, VA
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
John Eddins, ACHP
Catherine Labadia, CT Historic Preservation & Museum Division
Jeff Emidy, Rhode Island Historic Preservation & Heritage Commission
David Mohler, Executive Director, Office of Transportation Planning, MADOT



William Francis Galvin
 Secretary of the Commonwealth
 Massachusetts Historical Commission
 220 Morrissey Boulevard
 Boston, MA 02125

BOSTON
 MA 021
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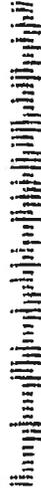


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Amiehi Castelli
 Environmental Scientist
 US Dept of Transportation/Voipe Center
 55 Broadway
 Cambridge, MA 02142



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Submission ID # 53



December 8, 2015

The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Amishi Castelli
NEC FUTURE Environmental Lead
Volpe National Transportation System Center
U.S. Department of Transportation
55 Broadway
Cambridge, MA 02142

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62 117

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John Eddins, ACHP
Catherine Labadia, CT Historic Preservation & Museum Division
Jeff Emidy, Rhode Island Historic Preservation & Heritage Commission
David Mohler, Executive Director, Office of Transportation Planning, MADOT

NEC DEIS Comments - RECORD #161 DETAIL

Status :

[REDACTED]

Record Date :

1/12/2016

First Name :

Matthew

Last Name :

Mahler

Stakeholder Comments/Issues :

I strongly oppose any cross sound project, I feel the increased rail traffic will add to further urbanization of Long Island. The island and it's wetlands, pine Barrens and farm lands suffer enough, our water quality is poor and our bays are only now just beginning to heal. Cutting an hour or two off of some travelers time is not worth destroying the green spaces let in the shadow of NYC with urban sprawl that always accompanies these projects, nevermind that the lirr already has enough difficulty maintaining the current levels of traffic.

NEC DEIS Comments - RECORD #1585 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Dean
Last Name : Mahlstedt
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, Dean C. Mahlstedt

Save the Date! "I Bird, I Vote"

NEC DEIS Comments - RECORD #2884 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Edith Roberts

Last Name : Main

Stakeholder Comments/Issues :

I grew up in Old Lyme, CT, and my father (age 93) still resides at the address listed below. We are shocked and dismayed to find out that the center of our historic town would even be considered for a rail route. Perhaps the designers of the proposal have never walked where the tracks would go?

NEC DEIS Comments - RECORD #58 DETAIL

Status : Pending

Record Date : 12/8/2015

First Name : Kat

Last Name : Maines

Stakeholder Comments/Issues :

I am writing to support Alternative 3. The future of regional mobility needs to primarily rely on transit in order to stay competitive economically without betraying the tenants of environmental stewardship. I grew up in Boston and I hope to move back there after I finish school, but I also do not want to own a car wherever I move. Alternative 3 helps to make that more reasonable while still allowing for regional and intercity travel. I urge the FRA to support these rail enhancements.

Okay. The next speaker is Scott Maits.

SCOTT MAITS: Hi. Scott Maits from Philadelphia. M-A-I-T-S. Thank you for letting me address again the hearing here.

This is incredibly important for Wilmington, Delaware as it does not have an airport to have a high-speed line, even if not all the trains stop here, as could be the case. You would have more trains than you have today. They are downtown currently in the current station. It's a gorgeous station. It can be expanded. And if there's some not stopping, they wouldn't need to go through that way.

I'm an environmentalist. I ride my bike to Wilmington often from Philadelphia. Often. Usually. Tonight, I did not because of work.

Another ten-mile tunnel to get to

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Rodney Square is not what the Northeast corridor can afford. As you know, I'm against the Philadelphia tunnel. It's 32 miles of single track to make the original ten-mile estimate. It's more than ten miles long, but you need multiple tracks at different places, of course.

It's also an environmental justice issue. If we go from 30th Street -- only if we go from 30th Street to the airport can Chester, Marcus -- Highland Avenue, Marcus Hook, Claymont have direct service to Philadelphia Airport, which would be a tremendous opportunity, economic opportunity, for them to do that. That might be -- so that would likely be separate service, but only can it go if this line is built this way would that be able to happen. We'd save 40 to 80 billion dollars on the Philadelphia line estimate by mine being the low and some other people going up to 80 with that.

One great idea that you have, of course, is wonderful, and I haven't had time to

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look at any of the other stuff is the electric grid. Any line going downstate in Delaware, Atlantic City, North coastline, Long Island -- the Northeast corridor, it goes to Long Island. -- should tap in to offshore power. Solar, title, offshore wind, whether it's in the mountains or down here provide the right-of-way for the -- for the power companies. In exchange, they electrify. That should be part of recommendations here.

Let's see if I have anything -- I have a lot of comments that I'll probably get up here again to talk about some of them.

But we do need to build this line. It's absolutely economically a prerequisite to do things.

Oh, yeah. I know. There was some talk in New Jersey about another right-of-way. New Jersey Turnpike and the old trolley line that used to go between Newark and Trenton. And, unfortunately, they are no -- I looked at them

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last night, and it was very clear. There was a hundred crossings on the trolley line. The turnpike would skip Philadelphia basically. I couldn't figure out how to get back over to Philly. It would require more bridges and all.

Other than that, the work of a lot of the activists up there are excellent. I see no reason the Northeast corridor can't go through New Jersey and basically where it's being aligned in most places with the exception of Philadelphia for that other tunnel and all.

So I'm advocating an alternative to combine with an alternative 3, the most transformative alternatives that you can come up with, and most affordable because we have to build the tunnels in Baltimore. We have to build them in New York. We're going to need small tunnels in other places, including in New Jersey.

Okay. Thank you very much.

RUBY SEIGEL: Thank you, Scott.

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SCOTT MAITS: Mm-hmm.

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SCOTT MAITS: It was a wave.

RUBY SEIGEL: Okay. Hold on just one second, Scott. Let me just see if there's someone who wants to speak for the first time.

AUDIENCE MEMBER: Actually, I was wondering if there's a question-and-answer session.

RUBY SEIGEL: We'll be happy to answer your questions when I close the public testimony portion. We'll be out at the open house boards. We'll be happy to answer your questions there.

Is there anyone who would like to make a public statement either in this open mike forum or -- yes? No?

Okay. So, Scott, would you like to come up again?

SCOTT MAITS: Please. Thank you.

RUBY SEIGEL: Okay. Scott.

SCOTT MAITS: Thanks again. And this has been a wonderful opportunity to speak to this at length, and I hope to get as many of

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these comments in writing with any other explanations and other details that I have.

I'm a long-time transportation advocate. I was on the East Coast Greenway for our bike friends here, and I advocate that our bike advocates really push for this line. This is absolutely critical to make happen.

One last thing about the New Jersey trolley thing, which is not really in consideration, but it actually goes in city streets and makes all sorts of different turns.

As I commented before, I am concerned with the New London bypasses. That would be the biggest losing city if that low-hanging -- seemingly low-hanging fruit happened or was done to speed up the line to Boston. If we did go out Long Island and to New Haven from Ronkonkoma, that would allow a very fast service even on the slow section between New Haven and Kingston where it then speeds up to 150 miles an hour, even if the through-line went to Hartford

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and then to Providence that way. So I think that's acceptable.

I just want to emphasize. I know I've said it again. Because it is such low-hanging fruit that it will be pushed for, and it is a feasibility issue. And perhaps with New York's

new-found enthusiasm in certain corridors, and Albany and other places, and possibly in the city itself that could happen sooner than later and stuff.

One other thing about that line is the freight. You want to pay for these tunnels. Baltimore, New York City, Long Island. These things can -- freight can help pay for the tunnels. Auto trains for the people that will continue to drive can help pay for this. I know I've mentioned this before, but it's absolutely critical.

People are scratching their heads. Where is the money going to come from? It's got to come from all sources, including sharing

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tunnels, but reducing where they're needed. And if anyone does not know, high-speed rail makes money. It can pay construction costs as long as the lines are not exorbitant in costs to bill. They will be exorbitant no matter what, but they can be a lot less if you're not choosing all the tunneling options that are somewhat unnecessary in many cases like in Philadelphia, for instance.

One other thing I'd like to comment that I have here right now is that -- and this is related. It doesn't sound like it is, but the FRA is -- has the power to regulate speed of trains and other different things. Obviously, speed is very important to get people out of their cars. It must go faster than the cars. And, of course, we have existing lines that we're trying to do that on.

The TALGO, which was first built here in Wilmington, Delaware, the Italian company developed it. They built a tiny, little

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prototype. They built the first full-blown train here and in Berwyn -- Berwick, PA. I don't know the connections exactly to Wilmington, but it was the same company. And that was 1947.

By 1958, the Pullman-Standard, Baldwin, their last locomotive at any time that they ever built was a small TALGO diesel. And then another consortium built a set, too, and they ran on several railroads. Unfortunately, they were never allowed to go what the theoretical speed was, which is 30 percent faster than standard trains. That is something that the TALGO people with all their experience stick to

today. They have since perfected the suspension problems that the American TALGOs had and that their early ones did up until the 1980s. Of course, have been very successful elsewhere. They could be a huge help in Pennsylvania with the right regulations, the right safety.

I'm a safety officer myself in

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factories and in other situations in the Philadelphia area and up in New York. And so I -- I get that role and how important it is.

But that could -- those type of systems that -- their tilt body, ultra low could go faster than some of the other kinds, I believe.

We're looking for any kind of thing to speed the trains up that we have now, and to build support for the newer lines that we can build some day.

Thank you very much for all of this testimony and everything that's going on here today.

RUBY SEIGEL: Thanks, Scott.

SCOTT MAITS: Mm-hmm.

Okay. I know Scott would like to speak again. Is that right, Scott?

SCOTT MAITS: Yeah.

RUBY SEIGEL: Okay. Come on up.

Introduce yourself. There's new people here.

SCOTT MAITS: There are new people here.

Thank you. My name's --

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RUBY SEIGEL: Stand so Shannon can see you.

SCOTT MAITS: My name's Scott Maits.

I've been at many of these hearings and in other cities here and talking about solutions to make what is absolutely necessary for the economic revitalization of these cities, and Wilmington is having some issues here. Philadelphia and many of the cities, New Haven, all up and down the line. New York needs it to just move people.

I believe the railroad is the best when it's done sensitively, environmentally, economic justice. You know, I've already talked about helping Chester, Claymont getting service to Wilmington. There was a gentleman here talking about meeting the commuter service both for himself as an inexpensive way as well his for clients to do.

The current Northeast corridor is fairly well located. Obviously, it was built a

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long time before the houses were in many places. And there's flooding issues, and there are other lines here that we're not talking about necessarily; although, there is talk about the bypass in Wilmington. That would leave something like eight out of ten trains -- more trains an hour than you get now would come to Wilmington Station under any scenario even with a bypass that would follow existing freight line around Wilmington largely.

The gentleman who was talking about freight -- I have not talked about it very much. I have talked about access to some of these tunnels not running on the main line. Not running on the Amtrak line, except at the river crossings where we need the money that freight can also pay to pay for the tunnels and where they need crossings. They need crossings through New York. They need new tunnels in Baltimore. I believe there's a cheaper way to do it not combined in Baltimore, but swapping

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tunnels and having one rebuilt before the other -- before it opens if you build a high-speed passenger tunnel.

One unique aspect of going by the airport for the Northeast corridor and from 30th Street is that the existing Amtrak line to Delaware County, the two tracks in the center of the SEPTA line could become freight. There are some clearance issues there. There's clearance talk in Ridley Park, a bridge they want to rebuild there, but that would provide two tracks at very fast service for free down that way before they diverted over to the CSX where it goes along I-95 through the city of Chester. So that's a significant improvement of the other significant improvements to freights to swapping some of the lines.

Down in Maryland, below the Susquehanna specifically, the idea is not to share with the B&O, CSX. It's to swap with them. So that I believe and -- and I proposed that a while ago.

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I don't know how it was added to the process, but it's -- the way I talk about it is that the Amtrak line that has drawbridges on it, but is a very fast line anyway, but not fast enough for high speed would possibly become the CSX line. And similar improvements in Baltimore as I said.

And also freight can be a huge part. I think the FRA has made that very, very clear, that, you know -- that freight would benefit from this. Would not be harmed. And I think there's even significant benefits that can be incorporated in swapping the lines to a straighter lines where one is straighter than the other.

So I have like three or four more points here, and I'll make them as fast as I can.

The reason I brought up the PA line across Harrisburg, on the existing passenger line and eventually a bullet line across the state is because it is a Northeast corridor

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line. So there would be a separate passenger right-of-way. Some sharing of the freight. There is a severe reduction in coal usage on that line, I believe. I haven't seen the figures yet, but it would do nothing to interfere with freight if it's done right.

There's room for -- an existing line for even a separate track because it was a four-track line. It's now a two-track line.

But the reason I brought it up in the Northeast corridor is because I'm counting on these trains going to New York City and even going to Boston and coming up from the south and diverting first at Philadelphia to the west, but also later in Baltimore through Harris -- to Harrisburg.

So in that sense, I'm asking that this process consider that -- that line because it's the only one. You can't do the same kind of feeding through the Hudson line at Penn Station or from Washington or any other place. And I

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don't think you can afford all of them either anyway.

The reason why you can only go to 30th -- if you go to 30th Street can you have this better service for Chester and for down into Wilmington is because the actual better service is not so much that SEPTA would run the expresses. Like there's one a day that runs from 30th Street to Chester and then makes the local stops, but you would be adding the airport to it, and that's something that only Claymont, only Chester, only Marcus Hook could have only if -- in their immediate areas. Chester, for instance, would be the only stop in Delaware County that had a direct stop to the airport versus all the other rail lines, which all go into 30th Street and Center City. So they have an added advantage of both. And that would be, I think, a big boom for the economic development of that area.

I did want to close with some kind of

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comment on the location that we're at and tie it into the future of this. We're at where Thomas Garrett's house was. There's a mark on the other side of the school. He was the great underground railroad conductor who processed thousands of run-away people. And he was -- he was bankrupted in court for smuggling a family. He was put in jail briefly and lost everything he had. But at the court in the testimony, in his closing statement, he said -- and I'm hoping to, you know, tie into this a little bit. He said, If there's anybody that needs help, you know to send them to Thomas Garrett. Because he defied the court right in the court.

And if there's anybody that has a question, whether it be about freight or anything like that, the FRA has to go back and do a lot of the work and process, and they'll have to move on to some other things. We have to keep this line alive, and the hope and the dream of doing it and doing it better and making

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sure it's sensitive to the communities, all the other things. So I would love to -- if anyone has a question, we can probably talk about it and make it better and make it work, I think.

So thank you very much.

RUBY SEIGEL: Thank you, Scott.

Okay. Is there anyone else in the audience who would like to make a public statement?

Okay. So just to remind everybody that there are boards reviewing and staff in the open house portion for you to talk to. Private stenographer if you want to make private testimony, private statement. And also email us. Go to the website, submit a comment. We really appreciate everybody being here. Thank you for your interest and stay involved. And at this point, I'm going to close the public comment -- public statement. Sorry. Public testimony portion of the hearing. Good night.

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(Whereupon, examination concluded at
6:49 p.m.)

The next speaker is Scott Maits.
Scott, you can -- you want to stand over here?
SCOTT MAITS: Sure.

My name is Scott Maits. I'm from Philadelphia. I've been a rail fan since I was one, but I also went on the knowledge I learned actually being charged with the special excursion project on New Jersey transit with virtually no training, but the expertise would be the backup to the railroaders and to manage the different railroaders, contractors, volunteers, and others. And I've been studying the Northeast corridor my whole life such that I know it well beyond Philadelphia, Boston to Richmond. Chicago is the next line that is, I think, most important to this country, rather than California.

We do need tunnels in New York. We do

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need tunnels in Baltimore. We don't need a new tunnel at Philadelphia. The existing line can be fixed, except the Zoo can be fixed for a lot of money, but it's so close to the yards or so close to the station, it's needed for switching. You can come one side to the other and do a whole bunch of things that it's not required to fix it.

One other thing I forgot to say. My father was a train commander in East Germany for the U.S. Army, which is where I get my first set of knowledge on this, and tanks and other things like that. So this is where I get a lot of this stuff.

Anyway, I'm here primarily for a better tunnel idea for Baltimore. Two tracks. Two tracks can fix both passenger and freight problems in Baltimore. Not two just for passenger, not just one or two for freight. It doesn't help the other. Or four even for passenger.

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What you need to do -- and I spent the afternoon confirming my last year's satellite research that I've been doing. I just spent the time walking around the whole area there where the existing tunnels both are. -- is to build -- to build one high-speed tunnel to the waterfront. Unlike Philadelphia, Baltimore did not grow away from the waterfront. They come uptown because of the tunnels and other things like that. And they expected downtown to move away from the waterfront as Philadelphia has and

continues to do now. So we need to go back. That is where the stations needs to go, obviously, but how can two tracks service a four-track need for passenger trains and do freight? Well, if you build that tunnel first, you can put all Amtrak into that tunnel. It stops right on the waterfront right by the Convention Center area as has been largely envisioned. I looked at how to do it elevated at the waterfront, but then that allows you to

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close the Penn tunnel to Baltimore and Potomac tunnels, rebuild it to single track in the center. Then it would be high enough for a double-stacked train, probably electric. You can then get the freight trains out of the Howard Street tunnel, which we all saw how exposed that was a couple years ago when that burned. You close that down, rebuild it for double-track commuter trains and slower Amtrak. It crosses the new tunnel, and you have elevator and escalator, and that's also right at that Convention Center that is in play. This becomes a station with fast elevator and other means, and, suddenly, you have four tracks for the price of two. And you're replacing -- you're replacing the freight tunnel, too, which is a great burden on the East Coast also.

If I have other opportunity, I'll speak about a few other subjects. Thank you very much.

RUBY SIEGEL: Thank you, Scott.

SCOTT MAITS: Hi. Thanks for the additional time. I hope it's useful to everyone here.

The problem with the Howard Street tunnel at Penn Station is it's a very tight, very tight, area. I've never seen so many bridges and tunnels and creeks and things in my life, and I, frankly, couldn't get it all by satellite. I mean, I looked at it other times, but not as extensively as I was in daylight today walking around it. So I was able to confirm with the moving of the light rail, the hump, the famous hump of the light rail there that everybody knows about who's ever ridden on it. It's very well-known. To -- to direct the

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light rail into Penn Station, which is a gross oversight to miss it, and then come back and Mt. Royal Avenue. So actually down by the platforms, as it were, under Penn Station, which would no longer have high speed. The highest speed trains would still be MARC commuter trains. It might have some Amtrak trains that are also stopping down at the waterfront there that make this new sharp turn that I'm proposing. It would be probably just slightly somewhat sharper than the existing turn at the top of the Baltimore & Potomac Tunnel, but, of course, that's right at the station. It's not a couple miles down at the other end. And at mid-tunnel, that slows it down. I've looked at the rights-of-way south of Camden, how to do that. It would have to go over the bay just like light rail does, but there is a way to get this turn from the existing Penn Amtrak station to the Howard Street tunnel.

Further, if I'm correct that the

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Midwest, which is a larger region than the -- to the Northeast, this could be also where a line from the south from Washington and beyond Washington comes to Baltimore, doesn't skip Baltimore by leaving Washington and actually heads up similar to the way the Pennsy did, but on a new aerial structure. It's the only way I could find out of Baltimore north to pick up a Pennsylvania truck that would be coming down from New York through Philadelphia. And even as high up as Boston if it's two hours to Boston. It's the one high-speed line across the mountains that I think makes the most sense. We

can't afford to build multiple ones for multiple cities.

That's a whole different subject matter, but from Baltimore and leaving from this Howard Street tunnel after stopping at the waterfront would be the way through York and Harrisburg, the way Pennsylvania did it, but without reversing trains like they used to do in

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the old station. The old Baltimore station would become the commuter station. It would thrive. It would continue to help like Philadelphia. We have multiple downtown stations. We have 30th Street, Suburban, which is City Hall, and Market east down by Independence Hall. So Baltimore would have two, which is about the scale of the city.

So there are details to how this can all work, but I think you get the idea. Then draw it out or other details down by the airport. I'd be happy to talk to you about it.

RUBY SIEGEL: Thank you very much, Scott.

SCOTT MAITS: Mm-hmm.

RUBY SIEGEL: Okay. Is there anybody else who would like to make a public statement? Seeing no hands or hearing no voices, I will close the public comment period at this point, and we will reopen at 6:00 with a presentation, and you'll have the opportunity to speak.

SCOTT MAITS: Thank you. Scott Maits also from Philadelphia, but very interested in the entire Northeast corridor.

To build on the two comments of the previous gentlemen, Tony, who I worked with for

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many years, and the other gentleman, which, unfortunately, there's not enough young people coming here. I talk to them in Long Island, and they want the train, for instance, but they don't go to the meeting there.

We have to be very careful in the future. There will be a lot of private enterprise to develop some of this stuff, or all of it at some point. And while that can be good and we can do that, we have to keep it within certain parameters so that all the profits at high-speed rail, the top lines, can make money, including construction as the top French and top Japanese have. And that's why I'm still looking at ways to do it cheaper where we don't need tunnels, for instance, in Philadelphia and other places, and using the existing tunnel in Providence that the expensive trains replacement pay for to upkeep of the existing lines. Regional trains to make money to upkeep the existing line, and, of course, that's where

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price off of the York -- I know you're looking at that service level within -- within the whole study, but, yes, it can be extended down through to Maryland and stuff like that.

One other specific point about extending some commuter service through. I do not believe at some point that in New York that the Metro North could run to see caucus rather than a -- kind of have the bus terminal there. The Port Authority bus terminal on the other side of the river rather than going through the tunnels.

Now, with an open lane of traffic for the highway users, you -- Grand Central trains or other Metro North trains could provide excess capacity needed to capture those thousand buses and not have them on the streets of Manhattan with the Fifth and Sixth tunnel with the connection to Grand Central. And I would hope that that can happen by subsidy of the cheaper trains, because that's all I hear in

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Philadelphia. How can it be cheaper so I don't

have to ride the Mega Bus? Which is okay, but we know trains can be better.

I just had a couple of comments about Long Island that I didn't want to offer there. And I think I talked enough about the line there and how it could work two tracks, you know, without going into too much detail.

One of the keys in all these lines in Baltimore, in New York, in the Long Island Sound Crossing and in other places is, indeed, freight as -- as the -- or at least as you guys, FRA, have said. I think that we can effectively combine things, as I said in Baltimore, by swapping tunnels and so that the freight has a rebuilt tunnel, gives us the Howard Street that does go to the Inner Harbor that crosses multiple lines once. So it can all work like that.

In New York, the Fifth and/or Sixth, depending on if they can be in one tunnel or two

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different ones, but also continuing the tunnel under 31st. I've been watching very closely. I'm sure Amtrak has the construction at the Hudson Yards. They did get the box in for the 3 and 4, but I also believe 31st Street, despite the construction over it, has no penetrating footings going through the street. And, of course, 31st goes all the way through to Queens -- to the East River. So it could be 4 and 5. Could be off-peak freight into Sunnyside Yard and then picking up or splitting just before Sunnyside into the Montauk to Jamaica. It would go to Fresh Ponds Yard there. We're talking about reducing the cost of goods in New York and Southern New England. And rather than -- and there's rail through Jamaica actually even with high-speed rail. High-speed rail would be next to the Long Island station, building and offices. There's a yard to the north there, and an avenue to expand a little bit, or four platforms or two platforms for track system,

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high-speed rail that would take the existing line to Jamaica, the used line, not a tunnel following the Montauk Bridge. Freight could take the Montauk Branch, Babylon Branch, two rights-of-way that Long Island Railroad uses.

I grew up riding on the -- on the Babylon Branch, and I've ridden it a couple times in the last few years, and I've looked at it very carefully. And you can use part of the

existing -- if you build a bullet line in -- through the Garden City area and main line to Garden City that way, that will probably open a little bit of capacity on Babylon. There is room to put a separate line on the Babylon route and for separate freight track with passing signs where needed to go all the way up to near Ronkonkoma, which would become a hub all the lines coming into it to make it work as the last high-speed station on Long Island. Then join the line via Yaphank and Brookhaven as I see can be done.

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The turn can't be done at Ronkonkoma at all, and that was one of the flaws I pointed out a year or two ago that was totally impossible to build under hundreds of houses like that, but at Yaphank, you can, and that puts you directly in line to Brookhaven State Park, which is closed now. It's got very little use.

One last comment about that whole thing. I believe the auto trains the governor of New York is calling for, a highway bridge, get that money, get the freight money, get all together, you have auto trains to New Haven to Long Island. That could actually even go further south than New Jersey, as I said, and Florida and Virginia. One thing about auto trains, they're very different when you have the drive-in. They actually need to be 14 feet wide. Long Island Railroad, not the high speed, has a third rail. Makes it very difficult because the rails for the cars go so low. In some cases, 14 foot. You could make this tunnel

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14-foot wide. They're able to handle a train, just this section of corridor, the high-speed trains, but still allow people to drive their own car onto the train, their own truck onto the train. And so not to have service there and just have a short section that clears that.

Thank you very much.

RUBY SIEGEL: Thank you, Scott.

THE MODERATOR: Thank you very much.

Just in case, there's some people who have come in and signed up to speak once we began the hearings, I just want to remind people that when you come up to the mic if you could make sure you introduce yourself and your affiliation. Everybody has been doing a great job of speaking nice and clear and slowly for the stenographer, I think. Yes, she says yes. And just remind everyone that we are trying to keep the remarks to three minutes.

The next speaker is **Scott Maits**. Scott, are you ready?

MR. MAITS: Yes.

Hi, thank you very much. My name is Scott Maits, M-a-i-t-s. I'm the former, former vice president of the Delaware Valley Association of Rail Passengers. I also was the operations manager it's called, it's the yard master, or in New Jersey Transit subcontractor or contractor. We pulled a thousand people in thirty car trains out of Hoboken. I was in charge of the project several weekends for a season, at what -- at pretty good speeds. So I have some rail experience.

But I'm also from biking experience and the alternative transportation experience. And I just want to say and challenge my bike friends, I usually ride bikes to these events. I've done the research for many of the routes up in New England and other places down south. Philadelphia, where I'm from, via bike, I take the train, I take the bus, I take the bike, and I go and I walk and I see what needs to happen and I correlate that with the satellite views and all. But I would challenge our bike friends to not just ask for the roll on, roll off, which is coming, the new baggage cars are here, whether you can go through the bowels of Penn Station in the baggage areas, that could be a trick in certain stations like that. But it is getting much better. And I'm sure you heard loud and clear and people realize how important it is. But I would challenge you to go out and promote this, the high speed rail. If we do not do this, we're not going to have that greener future. We are going to have automated cars, and it's going to be more of the same, slightly cleaner, but more and more of them and we'll have the same virtual problem. So we need to get high speed rail going as fast as we can.

To answer some of the questions that the governor had about trains and the financing of it. And I would say that the first two high speed lines in the world most like the Northeast Corridor have been proven to pay for the capital, not just the operating, such as the Northeast Corridor does with slow speed trains, not true high speed trains, its -- Acelas and regional rail do pay their own way certainly, and actually subsidize the rest of the country, which is well known. But what is not well known is, without the money being spent on other things, as it generally is around the world, continually rolling into the next line and the next line, the top lines like ours, like the Northeast Corridor, the first one in Japan, the first one in France paid themselves (sic) back in roughly ten years. And I've talked to various officials that know better, and it's been looked at by the University of Illinois. So, if we can drop the cost down, the tunnels that are unnecessary, build the tunnels smarter that are necessary, we can do this and make it pay off in twenty years or something like that.

We do have high costs here. We do have incredible dense areas, but so does Japan. And then when the density isn't there, such as in France, they've still made it pay. When people say well, you can't do it in the United States, I

don't believe that at all. We have the times -- we have the opportunities to do that.

Today I was looking at Port Authority issues that are related to this and how to pay for it through some lines that they could be involved in. Connecting the airports. It's funny, coming back on the PATH just a few minutes ago, there was a horoscope reading, and it said you didn't do what you were supposed to do today but you can very easily get back on track. So here I am, back on track with the Northeast Corridor, which is the most important thing that we can do to really rev up the economy in the traditional economic power house of the United States, which is the northeast.

Specifically looking at the Newark Station site, which I was here last week and again today and studying it since then, I would challenge the FRA, Amtrak, New Jersey Transit and others to get a little bit more proactive on station and right-of-way issues, like the Pennsylvania Railroad was, the masters who built all this stuff. Save the rights-of-way. Decide what is really going to be needed. Where the stations are right outside in front of this building is where the high speed station would obviously go. It would take up a lot of space. I do believe it can be integrated without impacting the community strongly, it can improve traffic. I have several different concepts of how that could work, and it can involve that Ironbound Bank building that they call the Ironbound Train Station, the gateway to the community. These things can be good and they can be very, very good for all aspects of the community.

If we do go the route of privatization, though, the danger is that the profits that these do make in the end goes into -- goes into pockets, are not reinvested in the old lines, are not subsidizing the cheaper trains that are going in the wakes of the faster trains at 100 miles an hour or 125 miles an hour as New Jersey Transit will one day have its commuter lines go. And then we have more and more buses as we know are coming up from Philadelphia and other cities and clogging New Jersey highways.

Thank you very much, and I'll be here for the next session too.

Thank you.

much.

THE MODERATOR: Thank you, Scott. Thank you very

THE MODERATOR: I don't have others signed up to speak at this moment. It looks like there are some hands in the audience, some very kind of -- all right. So I think Scott wants to speak; is that correct, Scott?

MR. MAITS: Yeah, sure.

THE MODERATOR: All right. Just if we can keep it to --

MR. MAITS: Yes.

THE MODERATOR: -- three minutes. That would be great.

MR. MAITS: I'll give you my red flag.

THE MODERATOR: I'm going to take your flag.

MR. MAITS: Yeah.

THE MODERATOR: Okay. Don't forget to introduce yourself.

MR. MAITS: Yes, thank you.

Again, my name is Scott Maits. I am a long time advocate for high speed rail. I've been studying this for decades. And I was told about it as a child by what was going to be happening or what the Pennsylvania Railroad had planned to do, and that was the best start on a lot of this stuff, and of course doing the research.

Specifically at Kew Gardens, for instance, that would be all electric trains if high speed rail went through. And it would be also be in a subway underneath the Long Island Railroad for a short section at Kew Gardens itself because there has been an over-build right there at the Union Turnpike, I believe it is, and buildings actually built across the tracks. And the New York City subway system wanted to go that way and they had looked at how to get under the existing Long Island Railroad, and that would probably be where the railroad would look to from their plans to start with. So the impacts of this line are -- can be minimized with greenways, with tunneling, with aials, with sound barriers and other different things. And we must do this and we can't give in to the NIMBY-ism that is going to come at it.

But we also have to make sure it is minimized. The Long Island Railroad does run trains at 80 miles an hour down these rights-of-way. In sections you're only going to be able to run 100 miles an hour, for instance, between Jamaica and -- even through Harold you can speed up, there's a way to go to the north of Sunnyside to ease that curve. But it's going to be very consistent with what you're seeing now. And it was built for extra tracks there.

A lot of these bypasses are actually going to be four tracks, the added tracks at different times. Like at Frankford Junction, for instance, where the accident of course was.

The current plan or -- well, no, no current plan, but if you just built two tracks whether they went to the east side of the downtown area, not the center of it, at Market East, you wouldn't do anything for the 125 or 150 mile an hour trains. They would still have to go around that dangerous curve that was meant to be bypassed in 1913. But if you did go the way that the Pennsylvania Railroad had wanted this -- wanted to do until the government intervened and said you can't do it, you would today, rather than being on the surface where it's now a highway, you'd be over that highway. East Erie Avenue on an elevated. You could do it in a subway, I think a double high elevated there, but four tracks, and perhaps stacked, two on one side and two on the other

of a relatively wide street with a supporting structure between the two would probably do it. It's heavily commercial, there's very little residential up there. And they're used to the L because that's where the Frankford elevated SEPTA service is, just on the same block actually, crossing, and you'd need to fly over that too.

But there are other four track bypasses that would be necessary to do this. New Haven -- New Brunswick, they didn't leave the space that was left by the engineers so much to build additional tracks, so you'd have to be above the tracks. And then it goes into a four track Metuchen subway tunnel.

The one last point that I would make again, and I've made this before, is that New London, while the low hanging fruit on the north side if we went via Long Island, the logical way to New Haven to Hartford and then Providence, could have high speed trains getting off at New Haven going on the slower tracks. So it would not be the biggest casualty of the Northeast Corridor next generation. If we're not going to the urban center of the town, it's -- you know, but it would still be fast except in that section.

So there's a lot of different trade-offs here, a lot to think about it. And I hope we can all support no matter what comes out because we all know we need this.

Thank you.

THE MODERATOR: Thank you, Scott.

The next speaker is Scott Maitts.

And Scott knows all the rules.

(Laughter.)

MR. MAITS: All right.

Hi. My name is Scott Maitts, M-a-i-t-s.

I'm a transportation advocate from Philadelphia, as you guys know, as you guys don't know.

However, today I was riding around the Nassau Hub, which is where I used to live as a child. I think I found the main street that my mother drove me down all the time on her way to Jones Beach today.

Long Island, as people who live here well know, was built by the Long Island Railroad. The Long Island Railroad, however, after it was -- the Pennsylvania had to let it go and where I lived and where the planners were that really made it to what it is and I've come to study them, has -- while I remember them building the aerial structures on the Babylon branch and the disruptions for those, have been continuing to deteriorate in different ways, not being able to keep pace, certainly, not being able to step up to the next level despite its overwhelming service demand, blatant demand, problems with the third track and, frankly, this high speed rail can be the solution.

I know Floral Park. I know Garden City. I know the other areas all the way out to Ronkonkoma and in through Jamaica and Woodside, and how these all can be fixed. They can be fixed and they can be done better than an aerial. Aerials were in 1965, Hicksville. Now they have tunneling machines. And, of course, you still have trenching subways that can be built and then covered over and instead of a two-track train line through a commercial and residential area, you can have a linear park with a bikeway, an improvement.

New York City, Long Island needs freight. Freight would not go this two-track way. Many places on the Northeast Corridor that this is contemplating being built for two tracks, actually we're going to need more. They're going to need improvements to the 125-mile-an-hour line.

In Philadelphia there's -- I think there's a six-track section between the Philadelphia Airport and 30th Street, below the Garden, where a branch comes in on its way to the airport. You just need two tracks. Some high speed commuter trains, as they're done in England on the Chunnel high-speed line, which

is supported by both liberals and conservative parties in England, it's the only thing that they kind of agreed on, services commuter trains on the 200-mile-an-hour or so line to the Chunnel.

They're bullet-nose trains. They look like high speed but they only go 100 and something. And then when they get off into the suburbs, they branch off onto the older lines and continue on local service. You can imagine how well that could work here on Long Island. Because you're above New York, the biggest demand is New York to Washington, to Philadelphia actually. And then the branch off to the west and the lesser populations.

Your two-track line up here wouldn't have that capacity to do other trains very closely, schedule very carefully done, because the existing lines through Connecticut will still have the same service they have now, basically, with some improvements. But we can't go through Connecticut. It's impossible to fix the Shore Line.

The Inland Line would be not as disruptive as what you're imaging this would be in Floral Park or Garden City but it would take hundreds of homes, I believe, up in Connecticut.

At Floral Park, specifically, I believe this would have to go underground. So far underground, you wouldn't even know it was there. You wouldn't know it was dug. You wouldn't know if they were running through there except for any suburban stations that stay on that line. And that's a question to be kind of sorted out.

I have a bunch of other comments. I'll try to save them, the written ones that I have. But we must do this to keep the American economy and rev it up, otherwise it's not going to be the same here as it's been in the past.

THE MODERATOR: Thank you, Scott.

And if after we let people who are signed up to speak, I'm happy to have you come back.

MR. MAITS: Thank you.

THE MODERATOR: Thanks.

Thank you, Scott.

And if after we let people who are signed up to speak, I'm happy to have you come back.

MR. MAITS: Thank you.

THE MODERATOR: Thanks.

Scott, it looks like you're up. But if I could ask you just to make sure you hold it to three minutes, okay? I've been very generous with you.

MR. MAITS: Yes, you have. And I've abused it. Sorry.

This is very important stuff and in the weakness of this -- I'm very glad to be able to put comments and everybody's very glad, I'm sure, for putting comments, but to not have questions answered is a difficulty of it -- so.

I mean there's been a number of things that, you know, it's not going down through Mineola. It's not going to Hicksville. If it was a high speed through line, if it was a branch and they went through Connecticut and there was a branch to Long Island, because it's just got irresistible amounts of people living here, then it could -- would get to Hicksville or something like that and you would need a third and a fourth track.

We're trying to avoid the fourth track. And if this was earlier, maybe even the third track through -- through this area, which I've been following, you know, looking at -- talk to some people outside about Garden City issues and all.

So the local stops on the high speed full bullet train would actually be Jamaica, Nassau Hub, which would be somewhere over here where the Coliseum went down. I went over to go see the Coliseum as I remember it and it's gone. I saw concerts there. And Ronkonkoma. So you -- anybody going to Philadelphia, for instance, would go get on a local, go one or three stops up, or drive, and then get on a train -- although it may not be the train just stops in the major cities but it would be one in its wake going nearly as fast would take a couple of stops, maybe five stops down to Philadelphia and you would not change at Penn Station.

That's a big pause there.

So anyway, a couple of other comments. Ronkonkoma is going to be an issue. The turn there is difficult. I thought it was impossible myself. I found out -- I found a place to do it further out. That makes it possible to try and go to New Haven because Connecticut desperately does want this. What the United States of America can't afford to go through Connecticut up the central or the coastline. It would just cost way too much and it would be much more disruptive than anything here, which would have some construction impacts but would disappear if it was in a tunnel in places you wouldn't see it at all. And it could run on the

elevated section of the Long Island Railroad in the City, through Jamaica, through Woodside. You can squeeze it through there. The railroad left extra spaces and some -- with some jiggering in some places that those extra spaces have been eaten into, could fix that. So it can all work.

I checked the entire thing very, very carefully and want the best and with the least impact to help Long Island, which I feel is like a home of mine a long time ago. And I just have this -- this understanding because I've been thinking about it for something like 30 years.

So I hope to hell -- if anybody has any questions about how it could actually work, there are already engineers here and -- and as well as myself who knows these things.

One quick comment, New London. I would not like to have it bypass. That would be the city that would be the biggest loser in this whole process. I understand it's the low-hanging fruit to fix that section. But if we do go this way, you could have a train come off at New Haven from Long Island and go up through there.

They're building the Connecticut -- or the Cubarb (phonetic) museum there. It will be downtown. It would hurt that area tremendously. The Greenfield Station, replaced it.

I just rode the line and, again, the other day and it's a nice line. It's lovely if you combine it with the bullet line here. And then at the other end of Providence where it would rejoin, it would not be that bad of a ride through there. And, of course, you would have increased local service even with the bridge restrictions because you would not have the non-stopping Acela type trains. You might have some stopping ones there.

Thank you.

THE MODERATOR: Thanks, Scott.

Yes. Would you like to speak.

(No response.)

THE MODERATOR: I just want to also remind folks that if you go to our website, which is www.necfuture.com, there is a way to sign up for our e-mail blasts and that's a great way for us to stay in touch with you and for you to also stay in touch with us. So I encourage people to do that.

Is there anyone else who would like to make a comment?

Are you raising your hand, Scott?

MR. MAITS: Oh -- okay, yes.

THE MODERATOR: Would you like to make another comment?

MR. MAITS: Thank you.

THE MODERATOR: I couldn't quite tell.

MR. MAITS: Yeah, well, I don't want to be too much.

It looks like I left my pen here too.

Thank you.

Scott Maits from Philadelphia, briefly living in Long Island.

I've been researching this area because it is almost -- it's the only way we can afford to go as a country. We have to do this to revive our economy in the east, which is the traditional economic power of the United States and the entire world, all the major developed countries are building high speed rail. Some of the smaller countries, not as developed in Africa, in the Arabian Peninsula, are building high speed rail.

We have a 100-year old line. The Japanese studied the Pennsylvania Railroad, which included the Long Island and built the next step. We've got some new trains but we didn't upgrade others and mostly rebuilt in place. Some upgrades but we need to do much more and that's what this is. And going through Long Island is the only way to go.

It was the Pennsylvania's plan to eventually go to Boston out the north fork. When they acquired the Long Island Consolidated Lines, when they got ahead of building Penn Station and they became the masters of underwater building technology, it would be very expensive to build this tunnel. But the savings in Long Island, even at a well-built line that is very minimally impactful and mostly in closer to the City where it's next to the existing rail where it's already grade separated and almost ready to go and someplaces absolutely ready to go, six tracks but only four in use.

But better out here and it would, indeed, only be two tracks

where there is no line and what would happen with the short line through Garden City could be incorporated at a different level above or below. I didn't hear about the aquifer. That was one -- the only legitimate concern I really heard that I felt was a real problem tonight. And I heard that -- got that from somebody else in the audience when they were leaving. They had not actually offered to hear and that needs to be looked at with hydrologics -- hydraulic studies that you guys are doing in more detail.

I trust that it'll turn out well or something else you can do. My original plan to go through the area before, you know, I admitted to the political issues here to do that and the power, was to go under Floral Park but surface in Garden City, immediately after Floral Park and go on an aerial. Maybe that is still the solution, the sound walls so you can't hear it. And, again, park at street level, at track level so that the community could get like a spin benefit that they could not say is not a benefit and it would be helpful for them. And I think it's a reasonable compensation for, you know, putting this through even if it has no direct impact until we get to the Nassau hub itself or Ronkonkoma where it has the impacts of -- of development there, which I think is needed.

Again, they took down the Coliseum for a reason. And you would be able to get to New York City in 15 minutes or something to that effect and that would be a tremendous thing for out here.

The tunnel can also be helped paid for by freight and by automobiles. The governor just talked about a new crossing somewhere, whether it's in Connecticut or down further, New Haven is where expressways come in besides the Tappan Zee Expressway, 287, I think. So that is the next nexus of them on the other side to meet.

And audit trains like the tunnel does, a similar length tunnel, actually, it's shorter, but similar in experience that this would be, does do audit trains. You drive it on yourself. It can leave every 15 minutes or half-an-hour or something like that. That could help pay for this and then you would go from somewhere above New Haven suburbs to Ronkonkoma. Or you could go to New Jersey, or it could go to Virginia or Florida. So it would pay for it as could freight by doing this.

So the good thing is, again, we're not taking any new land west of Yaphonic (phonetic) - I think that's how you pronounce

it. And it would be on the existing right-of-way even during construction largely. And, again, most of it would be very -- a separate construction and if it was an aerial, then you could see some -- it would be relatively brief. It can be done in sections and could have very minimal -- if it was a tunnel, it would have no real impact at all if it was able to do that. But perhaps we're not able to do that.

I think that's the only comment I have for now. I do support the Providence routing -- from Hartford. I think that's the only way into Boston that can be done affordably. Again, I don't think you can build along the Mass Pike. I've looked at it. Other people have said the same thing. You can do anything with a lot of money but you already have a high speed line that just needs modifications in the southwest corridor. And, of course, there's Boston at the end of the line three tracks can work if trains are precisely timed coming south to Boston, the two tracks can go north and the commuters can go the other ways that exist.

THE MODERATOR: Great.

MR. MAITS: Thank you.

THE MODERATOR: Thank you very much, Scott.
Thanks a lot.

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MR. MAITS: I want to make a statement.

THE MODERATOR: Oh, wait. You want to make a statement?

MR. MAITS: Yeah.

THE MODERATOR: Hold on a second. Hold on one second. If you'd like to make a statement, I'd just ask that you go to the microphone and give us your name and affiliation and carry on.

MR. MAITS: Hi. My name is Scott Maits.

I was hoping to speak at the end of this but I'll give just one comment now. I've, obviously, been poring over this stuff.

I'm from Philadelphia. I've been studying the Northeast Corridor for many, many years, the Great Pennsylvania Railroad for many, many years, as well as this whole process. And I'd be very glad to see it in this country, absolutely needs high speed rail, and it needs the highest level plan, Plan 3, with rationalization of certain aspects.

The one thing I'll talk about now tonight is about Philadelphia. There's talk of building something like a 15-mile tunnel through Philadelphia. Some people said it would take 80 percent of some of the costs, and I don't believe that that's the actual number but it would rank in the double digits of billions of dollars to replace the best station in the country, the 30th Street Station. It's won awards from Trains Magazine. The award's never been given out but twice and it won both times. And it's at the exact right place.

What I object to in the documents is the other Market East Station being called downtown. 30th Street is downtown. It's not in the Center City District, which is an improvement district because there's a University City District.

With the exception of the Com Cast Tower, which is going to be the largest building outside of New York and Chicago, going up actually closer to 30th Street Station than to the Market East location. There is residential going on in Center City but most buildings actually going on in University City. With the Delaware River barrier of only one bridge downtown, the Schuylkill -- the small Schuylkill

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River is more like a water feature with multiple railroad track bridges, tunnels and highways of all kinds. It is not a barrier. It's closer to the center of the Philadelphia region there. It's where the growth is and it's where there's 100, actually 200 acres of growth that Amtrak owns that it would get the benefit of.

We can't -- there's been a game in Philadelphia to try to say that the 30th Street is not in downtown. That is so patently false. Pennsylvania Railroad and something like 13 mayors, up until the current one, who is out in another month, have planned that downtown continuously move up to 30th Street. It was a historical thing that started in colonial Philadelphia and the Delaware waterfront is moved up. As soon as the 1930s, you didn't even want to be in Market East, and it has continued to go and grow towards 30th Street.

I'll have many other comments and most will be in writing by the deadline.

THE MODERATOR: Thank you.

MR. MAITS: But that's a very big one and I think if we get rid of certain plans like that, I love the Long Island going -- via that way. It hits the numbers. There are places where we have to invest - Baltimore, New York, obviously, but not in Philadelphia.

Thank you.

THE MODERATOR: Thanks, Scott.

Okay. Is there anybody else who would like to speak?
(No response.)

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Does anyone else want to make a public statement?

Scott?

MR. MAITS: Yes.

THE MODERATOR: Just make sure you introduce yourself, Scott.

MR. MAITS: Thank you.

My name is Scott Maits.

THE MODERATOR: Wait. Hold on, Scott. Hold on, one second. I think we didn't turn the microphone back on.

MR. MAITS: The button there?

THE MODERATOR: There. You've got it.

MR. MAITS: Okay.

Yeah. Hi. My name is Scott Maits, M-a-i-t-s.

I'm from Philadelphia. I was with the Delaware Valley Association of Rail Passengers and I've been active on this for a number of years.

I'll just have a few more comments here. I'll try to keep this as brief as I can. Let me just work down the cards just a little bit.

I totally agree with Richard Arena that in Boston you can only come in from the southwest, the existing Amtrak corridor. It's already done. It's only three tracks but if you can time trains coming south one track and work with various levels. With high speed rail, there is another corridor for commuters, as needed, for most or part of the way out of the town too.

It's the only way to go because you're going to run into these tremendous amount of opposition as did California to the west, the difficulty, the twisting, the same thing as in Connecticut. I see that in most all the configurations in Connecticut, with the -- with the exception, perhaps, of most of New Haven to Hartford, which is not my preferred way.

I was glad to see, reading today, that Providence -- the tunnel appears to be in use, the abandoned tunnel that's there. It fixes the problems above Pawtucket but I do not see the problems south of Providence, and I don't mean the curve right south of the station, but below -- on the existing line there's a number of curves. There is another railroad right-of-way. Part of it's being used by a bikeway now.

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I was with the East Coast Greenway in the Philadelphia area where we -- I was able to change several rights-of-way there for better ones. And I have a better one for Providence on the south side. It could have been that straight line in New England and something, to a straighter Northeast Corridor to the south towards the airport down there. And then there's ways to connect in to the existing line where there's open areas and parking lots where they can go through and aerial structures.

I'm a big proponent of Long Island. That's -- there's much more population there. We do have existing Northeast Corridor in Connecticut but there's a lot more people it's a lot more constrained in Long Island. It needs transportation. A tunnel across the Sound can make -- can be a tunnel. It can have automobiles. It can have freight if it's done right, if it's done right to New York City.

This is how you free the most constrained place in America that I can see, through the Northeast Corridor. This is how you help to relieve the Long Island Railroad, the most congested line in the country in many ways, that really needs it.

This is how you also free Metro North through Connecticut, not having -- I would still have the high speed trains through it but you would take the pressure off a little bit and you would speed up to New Haven even if you went out Long Island. And I would go straight from Long Island to New London, which can be fixed and we can have a downtown station through that area. It's an all-stop station. The turns wouldn't be bad. It would be elevated so they'd be no more crossings. It's a complex situation. It is something that can be done and I've looked at it very, very carefully.

I was riding around Queens today looking at the right-of-way to JFK Airport, which I'm seeing not being used. They want to -- they're showing using the Montauk line, the old one that's abandoned or just used for freight now.

The current Long Island Railroad main line is built for six tracks. It has four on it. You can get through Woodside Station. I looked at every inch of it. There's a way to do it if you reconfigure it to get two tracks. You're only

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going 100 miles an hour in that short stretch to JFK, which is a very, very important station for Jamaica, for the entire Northeast Corridor. I can't tell you how many people in Philadelphia want to get up to JFK Airport.

I'm glad to hear that New York may have a deal together for the tunnel. That's -- that's awesome and that's what we really need a lot. Well, he already said what I have to say.

And, actually, I'd just add that 30th Street could actually be faster than the other line, believe it or not, because of waiting, the refinery, because of the four flights of escalators. You'd have to come up 150 feet down because there's 13 traffic lights from where that station would be to a highway through Chinatown on Colonial Streets. 30th Street doesn't have any of that. And it would be faster for Philadelphians and, at least, just as fast as the other line. Actually, I believe faster because some of the other turning constraints that may have to be introduced there.

Glad to see -- and we can go to the airport. So I would use number -- Alternative 2 to go to 30th Street but then to the airport and that is the better growth line, to drive the growth where there's room for Philadelphia.

And I'm very glad to see and -- Maryland through 40 and I believe B&O Corridor, which I've been urging is apparently what is being looked at to avoid the bridges and the turns on the existing Northeast Corridor.

And I think that I may have a good solution for Baltimore and it's the cheapest way of building a tunnel there because it takes care of both freight and passengers.

So anyway, again, I'm very happy; this needs to happen. Very happy this is happening. I do believe it should be extended as far as Richmond and, perhaps, to north of it too.

Thank you.

THE MODERATOR: Thank you. Scott.

Okay. Is there anybody else who would like to speak?

(No response.)

THE MODERATOR: Quickly or otherwise.

(No response.)

THE MODERATOR: Okay. Seeing no show of hands or audible, I'm going to close the public hearing portion.

Okay. Next speaker, **Scott Maitis**. I thought I saw you.

Okay, Scott. How are you?

MR. MAITS: Two minutes, huh?

THE MODERATOR: Three.

MR. MAITS: Three.

THE MODERATOR: Three minutes. For you, especially.

(Laughter.)

MR. MAITS: I will see you in another city to finish my comments.

(Laughter.)

MR. MAITS: My name is Scott Maitis. I'm a long-time transit activist. I hope I bring in the concerns of the youth. I tend to arrive late to these things, would take the train, so I have a very good user perspective on this stuff.

I have to concur with everything I've heard so far, it was really good, with one exception. The Northeast Corridor is hydropowered already except at peak times where they, I think, kick in nuclear, and I'm actually researching a safe nuclear alternative.

It's been shelved for many years, and maybe India is interested in it rather than coal, but maybe you could do something with the Northeast Corridor. And it's completely safe, from what I've been told, on all sorts of different angles.

Anyway, I'm here and I'm going to focus on Philadelphia mostly.

There's several major tunnels that have to be built on this line. They're generally in the vicinity of five miles each, with the exception of Long Island Sound, which I feel its 44 miles or so — and that's doubling because there will be two tunnels, that's the actual distance of tunneling required — are necessary because I believe it would be easier than going through Connecticut.

So we need new tunnels in Baltimore, New York, of course, which looks like they're getting hooked up, and in small places all over.

But this Philadelphia tunnel is something we don't need. You've heard me say this before.

But now having read most of the — you know, whatever the document is like this thick, I've been able to see some of the things in there that you kind of skew it a little bit.

First off, going to 30th Street is the most transformative alternative because the entire new downtown we can expand through there.

That would not happen on Market East. If we were here, if we could afford it — I don't think we can afford it — I think it could derail it.

And 30th Street is where the central downtown is going, from the City Hall to 30th Street.

You may not be aware, two weeks ago or so the second big foreign investment in the city was made by an outside investment firm from Korea.

The first one was 2008, the Germans bought the Comcast Center. I don't think they own it anymore.

But the Central — it's called the Central Post Office because — at 30th Street, it's not at 12th or at City Hall. The Central Post Office, the former one, the IRS Building was bought by Koreans for nearly half a billion dollars.

And I believe they think that they can build maybe the tallest building in the city someday there over the tracks, through the platforms. And they're looking ahead more than some people in Philadelphia are to what is coming.

With the exception of Brandywine who needed — I believe they needed the money to build their other buildings.

So there's a whole bunch of things. Most of it will be in my writing, obviously.

I did notice on the route being projected from 30th Street to the Airport that unlike every other route across the Northeast, the route was off center. It was not on the existing line or right next to it, as you can tell with that scale.

I believe they were trying to pick up something called the Old Trolley Short Line, the Chester Short Line, which the East Coast Greenway wants to use also down in Tinicum.

And that is in the Refuge. The train line, the existing train line, the Chemical Coast for Pennsylvania Freight Line going down to the waterfronts down in Chester and — is kind of — is the boundary of the Refuge.

Now, there is some of the Refuge under the spaghetti bowl of highways in front of the Airport that were kind of just added in, the ponds and all there, and the train is part of that spaghetti bowl, including the SEPTA viaduct that goes up and around.

But I believe we can put the train on the — any new track that is not stopping going into the Airport on Bartram's Avenue's right-of-way, which could be slimmed down.

It was actually built extremely wide because they were going to develop these marshes. They were going to develop it. So they have a six-lane boulevard with two parking lanes, so it's four with two and a median.

Well, if you put those four that you actually need to travel on the one side, where there is — I'm not taking measurements — you can put the high-speed rail on the other side through that most sensitive area of Philadelphia.

There's another solution for Bartram's if we're going this way also to a similar situation where it would actually be underground, not in an aerial.

Bartram's sits up on a hill, and on the other side of the historic right-of-way where oil trains are going through, and there's a very historic cut-in. It was built by Eastwick, one of the first

locomotive builders in the country like Baldwin. He had his house there. He saved Bartram's Garden. So the high-speed line would actually be in a tunnel opposite the house.

Those are the main objections for the Bartram — for the line from 30th Street to the Airport.

And I can go into extreme detail, as I will attempt to on my writing on this subject.

Thank you very much.

THE MODERATOR: Thanks, Scott.

THE MODERATOR: That was great.

Okay. At this point I don't have any other speakers signed up; right?

Is there anybody here who is interested in speaking before I close out the hearing?

Would you like to say some more, Scott?

MR. MAITS: Sure.

THE MODERATOR: Okay.

MR. MAITS: Thank you.

THE MODERATOR: Sure.

MR. MAITS: Thank you again. Thanks.

I hope to add some stuff that clarifies.

I was looking over my notes. I did not clarify why I was so concerned about down at the Airport. That's, of course, avoiding the Heinz Refuge. We're not trying to bisect it.

I am actually on the environmental watershed group down there. I'm the only one that's riding a bike in that group, too. They're all driving, telling us how — what we have to do.

But I have a very deep concern for there. I clean up the parks where the watershed above — immediately above in Philadelphia, I've been taking care of that. And so making sure that that is taken care of and is impacted as minimally as possible is absolutely one of my goals. So again, we can put it on the roadway, remove paved surface.

So one of the things I didn't also get into was tunnel drives, the length of the Philadelphia tunnel.

The original quotes in the Inquirer — and I was in the story raising the problems of that on the front page of the Inquirer — was that they were talking about a 10-mile — originally this was supposed to be a 10-mile tunnel drive.

Now, you go under the Schuylkill River, which incidentally all used to be marsh, the whole Airport was marsh, the whole Philadelphia was marsh, and then the Swedes came and started filling it in. And I'm the historian down in that area for a lot of that, too. So it's very difficult types of digging.

We were also able to point out that you can't go under the refineries. They're the oldest, leakiest refineries in the nation there. They're known to be leaking. They're trying to pump it out of the air there — out of the ground, and they don't know exactly how far it went.

The Schuylkill River caught fire during World War I. So you have all this stuff in there in the worst kind of soil conditions, unlike New York, for instance, which the tunnel machines blow the rock there.

But, anyway, the distance of the drives — and I just did the estimate this afternoon finally because of my own technical issues — would actually — and this is very well checked and has been partially confirmed in your own documents and all, and seeing different things about that alternative — would actually come up down by Baldwin where the

Northeast Corridor, it would be just before that.

It would actually be in front of the Boeing Helicopter factory area. It's the only place where you get enough of a distance to come out because there's navigable — the Darby Creek is navigable there. You'd have to go 50 feet above it.

There's Tinicum with multiple crossings and residential area and a very narrow right-of-way. You'd either have to go under it or on an aerial that kind of goes up a little bit and can mushroom out just a little bit.

I prefer the aerial myself with sound barriers. And that's what going through 30th Street directly aligns to.

Unlike coming through the — under the Navy Yard, which the Department of Defense may have a very serious concern with, that is still producing ships for the U.S. Navy, and it's one of our few active shipyards in the nation, in addition to them having active units in there, even though most of it's being developed privately at this point.

And other issues about the arc of this tunnel, but it would actually have to start above Bridge Street in Philadelphia. That's well above Frankford, another half a mile or more above where the Frankford Junction accident would be, because of needing, according to Amtrak, separate track tunnels under rivers. That's two tunnels at least part of the way, at least from the Market East Station.

In addition, it's occurred to me that there's going to be so much pressure to have express trains from New York directly to Washington, not even stopping at Philadelphia, which, thank goodness, 30th Street and Zoo junction would not allow.

It — the Pennsylvania Railroad tried to do it and they figured out it didn't — doesn't make sense.

Amtrak tried to do it. It doesn't make sense.

But with a 200-mile-an-hour line, it would make sense. So there's another tunnel through Center City breaking off from the existing one to do — to go by the — not the existing one, the one that they would have to build to a station. So that's quite interesting.

Also, of course, in a high-speed tunnel, there's a sound wave that goes through, knocks people over, knocks you in the head, goes to your eardrums. So you have to actually have a break in the tunnels.

And where in South Philadelphia we can take a square block out so that there's a hole that goes down 150 feet, I can't imagine where they can do that in South Philly.

It might be able to be done in North Philly, but maybe not even there. So that's a consideration.

So my total mileage for this thing, because of those bypasses, because of a bypass at the Airport where most high-speed training would not stop

at, would be 32 miles of tunneling.

Not \$3 billion for 10 miles, which is too low for 10, anyway. It's going to be enormous because it's also in these very bad soils and all. So it's quite a lot to do it.

Long Island, I think, would save money going that way rather than Connecticut, tying up and tying into a population that is constrained because they can't get off the island except through New York City and where there's more population in Connecticut. But then you hit Connecticut at New Haven.

So it does make sense, it saves money, you spend it all at once on a tunnel.

In Philadelphia, that's not the case.

On Long Island, you need very little tunneling, just maybe in Garden City, and you can actually use existing line from Harold Tower and Sunnyside to Jamaica.

We do have the Zoo Junction curve. It's the only curve that we cannot fix in Philadelphia, but it's not necessary. You're a mile from the train station. You don't come into the train station with your brakes on fire.

So I'll have some more later. Thank you very much.

THE MODERATOR: Thanks, Scott.

I think that Scott, without further ado, I'm going to swing the podium a little bit. It's not working so well today.

MR. MAITS: We used to — they put them so far back so they were safe from Philadelphians and snowballs.

THE MODERATOR: We didn't design this thing.

(Laughter.)

THE MODERATOR: All right.

MR. MAITS: You know, we snowballed Santa Claus.

THE MODERATOR: All right. So, Scott, introduce yourself.

MR. MAITS: Hi. Scott Maits, M-a-i-t-s, if you didn't get it before. I don't think I spelled it out.

I'm the former vice president of the Delaware Valley Association of Rail Passengers. I do not represent them. Alternative transportation advocate working in communities in Philadelphia.

I was just asked to join 30th Street's planning, finally. I've been talking about it for years and then everybody else that I was talking to got on the committee and I wasn't, for some reason.

But now the poorest community around 30th Street asked me to help them, so that's kind of what I do around the Airport, with the environmental out in West Philly, and up and down the East Coast for high-speed rail, which I think is one of the best things, because I am going to mention the economic justice here, and I'm going to focus on these inner Philadelphia areas.

One of the problems of going to 30th Street is how narrow the right-of-way gets. It's only six tracks, which sounds like a lot, but high-speed rail, as we know, needs more space between the tracks.

So there is a way to fix that, and this is primarily west of 30th — of North Philadelphia Station, it goes into a cut, largely.

For the record, in the book it says it's on an aerial or on an embankment. That's — it doesn't get to any embankments until much further above Frankford Junction.

So how do you squeeze 200-mile-an-hour trains next to a 150- or 125- or 90-mile-an-hour train is by rerouting SEPTA, similar to what New Jersey Transit is considering in Secaucus, which is a backwards loop after it passes the station. Well, the same thing is the way to connect at North Philadelphia, SEPTA is crossing over on the Trenton Line, is crossing over its own Reading main line at North Philadelphia right at the other — at the end of the platform there. It's quite a transportation complex.

We hope someday that that becomes a big station to help with redevelopment in the area, and I'm talking to City people and others about to do that, there was a study of that.

So that gets SEPTA's Trenton and Chestnut Hill, the Swampoodle Connection, off of going to 30th Street first and they instead go to Temple University.

It's known as the Pretzel Line the way the whole line goes now where they loop through the city and go back out the same way.

That would no longer be the case and would make their operation shorter, more direct, and allow Amtrak, with Conrail has the one zero track space, and they're okay over there.

That would allow four track spaces and then the bridge pillars that are going overhead and it's like 52 feet wide the old narrow way, and then an extra track space on the other side opposite zero track, on the other side.

So in the four track existing space where you have them, you would reduce that to three tracks. So there's your high speed additional space in between the tracks.

And everybody is — SEPTA gets a better service out of it and you get what you need.

It's been said that Zoo Junction Amtrak has said could be speeded up to at least 60 miles an hour. I think with really fancy banking, sort of like Hot Wheels cars that can go faster there for two tracks, anyway, and everybody else can use the other — the ones that are there, improved as much as can be and the switches improved as much as can be.

The other place I wanted to talk about was Chester. Surprisingly, looking through the documents, I did not see any economic justice areas.

As far as I can see — I saw Delaware County mentioned once, but as far as I can tell, Chester appears to be the biggest little city on the Northeast Corridor without an Amtrak or an express service.

And it turns out that if — and why Chester is interesting, because it's very depressed. It's very, very — the most depressed cities in the state of Pennsylvania, but it has like 11 bus lines that go out into the most urban suburban county — that's where I'm from — Swarthmore College and, you know, a well-to-do county and actually out into additional counties from the train stations.

It's a beautiful train station with a beautiful SEPTA transportation hub.

What it doesn't have is fast service to downtown Philadelphia. The other opportunity, if the 30th Street to Airport Line is picked, and that's the only way, is that it could have the only direct service in Delaware County to the Airport.

I guess Marcus Hook can just below it and all, but it would be a tremendous development opportunity for Chester, one which I've talked to them about to some extent and could help to guide that.

And that could be SEPTA service. That could be SEPTA Silverliners, which reach a hundred miles an hour, they come down from 30th Street, stop

at the Airport, too, in addition to the current line with, like, 15 stops. But then they express to Chester, then start the outer portion of their line into Delaware, as they do now.

So that could be very exciting for them where it is absolutely needed to help with them.

I know the smaller cities like Meridian, is it, Connecticut and all are at — would be getting high-speed stations, according to how it's described.

At Frankford Junction, that's the other problem here. These are all inner city issues, as it were.

The line to the tunnel, to this tunnel, which I said was 32 miles of tunneling, in my estimation I think I did a pretty fair job and actually conservative because I didn't put them in two tunnels, I put them in a single tunnel to Center City and then split it, so I was kind of conservative about it.

That tunnel would not fix the Frankford junction accident site, a place that I've been talking about for three years.

I was actually at 30th Street when the accident happened. I went over to ask one of the workers what happened because the trains are stopped — are no longer listed and there's some police action.

And he just said, Wheatsheaf — and he didn't even get the whole street out and I was running out the door to the El, which gets up there fastest.

And this plan to build a tunnel would not fix the problem for the 150-mile-an-hour trains, the 125-mile-an-hour trains. It would not fix it. That curve would still be there, the bullet trains would go a different way through that junction area, and we'd still have the problem.

What we do need is four tracks fixed. SEPTA stays on the existing line with perhaps a stop there. It's right across the bridge from New Jersey, the Atlantic City Line goes that way, too. It could be a super stop for both states, in a sense.

But we need the Pennsylvania Railroad's 1913 plan to fix that. Unfortunately, World War I and the government stopped them from doing, and any talk about this other tunnel was stopped and, thus, now we're fixing.

That is my last comment. It would be four tracks, and I would prefer it actually to be an El at double height running over the existing SEPTA elevated train there. I think that would be the easiest way to do it and acceptable in that area.

Thank you.

THE MODERATOR: Thank you, Scott.

I'm just getting up to see if there was anyone else who would like to speak. We have no other people signed up, but is there someone who got inspired by Scott's remarks?

NEC DEIS Comments - RECORD #923 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Carolyn

Last Name : Maize

Stakeholder Comments/Issues :

Please don't consider slicing through the Patuxent Wildlife Refuge with a new rail line. The construction would cause permanent damage. The daily disturbance of the trains would add insult to injury. Ignoring the spirit of the Wildlife Refuge laws would set a disturbing precedent for other refuges. There has to be another route.

Sincerely, Carolyn Maize

NEC DEIS Comments - RECORD #1454 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Forest

Last Name :

Majors

Stakeholder Comments/Issues :

Alternative one looks like it will be detrimental to Old Lyme and it's historic district for very little improvement in the corridor.

NEC DEIS Comments - RECORD #3045 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Jen

Last Name : Malaguti

Stakeholder Comments/Issues :

While I'd look forward to a faster way to get to Boston, half an hour faster is not something that seems worth the cost to our local history and current communities. Cutting through small towns and historical homes is not a price is like to pay. I also do NOT agree with digging a tunnel along the bottom of the Sound.

I would like this project to pause and be brought to the public, especially local communities before moving forward at all. If there were a vote on it today, my vote would be "no" to a high speed train through CT.

NEC DEIS Comments - RECORD #2904 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Thomas
Last Name : Malchodi
Stakeholder Comments/Issues :

To the 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 #1872 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Deborah
Last Name : Malcolm
Stakeholder Comments/Issues :

You can't possibly be serious about destroying the integrity of a historic village such as Old Lyme...it would have a MAJOR negative impact!

NEC DEIS Comments - RECORD #2892 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Debbie

Last Name :

Malewicki

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 #1806 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Akshay
Last Name : Malhotra

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 #2575 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Anna

Last Name :

Malicka

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal for several reasons: the most important is that it would destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, a prestigious art school. It would also endanger the protected Connecticut River estuary, and destroy nationally recognized historic district of Old Lyme, Connecticut. For those reasons, I hope you will choose an alternative approach. A connection from Hartford to Providence would be a great opportunity to help traffic between those cities. Directing the line according to Alternative 1 would do nothing for central Connecticut while destroying one of the most picturesque and historically and academically important locations in the state.

NEC DEIS Comments - RECORD #1645 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Diane
Last Name : Mallory
Stakeholder Comments/Issues :

To Whom it may Concern:

I was among the first of our town to learn of the proposed NEC-Future, Tier 1 proposal. I was closely engaged in notifying our local officials and residents regarding this proposal which would obliterate our beautiful, historic town. And while there are many questions surrounding the issue of how it got so far along in the process with the apparent lack of communication with the affected communities; I have also been suggesting that now is not the time to point fingers - now is the time for our town to let the NEC know we are paying attention.

It is incredible for most of us to comprehend how a plan could be put forth that would essentially destroy a town where so many federal, state and local dollars have been expended in it's very preservation. Old Lyme stands out as a combination of all that makes Connecticut unique. Old Lyme has environmental, cultural and historic resources that have been the object of preservation efforts for decades. We wonder how it is that suddenly these resources could be of so little value?

How is that the NEC-Future planners were apparently unaware of a 2012 EA which while studying how to improve existing rail service, stated all the reasons that Old Lyme presented a particularly fragile area that must be protected. The obvious lack of coordination, or simple due diligence on the part of those responsible for developing the 30 million dollar + plan, does not encourage confidence in government.

I stand with my town in opposing Alt 1. If we are to expand high speed rail in the NEC the investment should be put to the best use. The plan should include maintenance and improvement of local service. The high speed tracks and accompanying infrastructure should be placed where trains can reach the optimum speed of 220 - farther inland, where is is possible to build straighter tracks. It should not be contemplated along a fragile and busy shoreline, where massive bridges over rivers, marsh and estuary are required; And, as is the case with Old Lyme, an entire historic town obliterated.

Sincerely yours, Diane Mallory

NEC DEIS Comments - RECORD #2625 DETAIL

Status : ~~Author Complete~~

Record Date : 2/16/2016

First Name : Kathleen

Last Name : Malon

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 #2339 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Dominick

Last Name : Mandeville

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 #2594 DETAIL

Status :

Not Complete

Record Date :

2/16/2016

First Name :

Monica

Last Name :

Mandeville

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 #2396 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Cecilia

Last Name :

Mandrile

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 #615 DETAIL

Status :

Action Completed

Record Date :

2/8/2016

First Name :

Mayra

Last Name :

Mangal

Stakeholder Comments/Issues :

I do not agree with high-speed trains passing through Garden City, NY

NEC DEIS Comments - RECORD #2068 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Robert

Last Name :

Mangham

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 #2657 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Sandra

Last Name :

Mango

Stakeholder Comments/Issues :

Do not compromise the town of Old Lyme by allowing tracks to be built through the town....It is a beautiful, idyllic setting and deserves to be preserved...

NEC DEIS Comments - RECORD #556 DETAIL

Status : Action Complete

Record Date : 2/4/2016

First Name : Steven

Last Name : Manicastro

Stakeholder Comments/Issues :

Having more efficient transportation will greatly increase the ability for people living in the Storrs-Hartford area to move more freely and reduce traffic. We have large populations of international students and employees at UCONN who are not able to purchase cars and come from countries with reliable public transportation. Not only are they put at a disadvantage by not being able to move with ease, but we also look really backwards when we cannot provide a service that the majority of the developed world provides efficiently. Building a rail system will do wonders to our economy, create better flow of traffic, and most importantly help thousands of people find work by providing reliable transportation.

NEC DEIS Comments - RECORD #1183 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Kathryn

Last Name :

Manson

Stakeholder Comments/Issues :

I own land and house in Old Lyme on the Four Mile River adjacent to the railroad.(Mailing address elsewhere) I use Amtrak all the time to travel there. However, I have heard nothing about this before so I am wondering how my property will be affected. Could you please address what happens at that location. What changes would happen with each alternative. Thank you

NEC DEIS Comments - RECORD #3051 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Stephen

Last Name :

Maples

Stakeholder Comments/Issues :

I would like to encourage selection of Alternative 3 on the basis of it's abilities to to alter mode choice and development in order to maximize climate change mitigation and minimize environmental justice inequities. While the investment may be steep, it will pale in comparison to the worst effects of drastic (or even moderate) climate change.

NEC DEIS Comments - RECORD #2065 DETAIL

Status :

REVISION COMPLETE

Record Date :

2/15/2016

First Name :

James

Last Name :

Marano

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 #853 DETAIL

Status :

Not Complete

Record Date :

2/11/2016

First Name :

Susan

Last Name :

Marcus

Stakeholder Comments/Issues :

I support Alternative 1, in part because I think its more doable than Alternative 2, but also because I live in Kingston RI and depend on the Regional service to get to NYC and Washington.

I have ridden the trains all my long life and would love to think that the Bos-Wash corridor could expand to include train routes through regions of New England that currently are less populated (U Conn), but I don't see American having an appetite for such an expansion of rail service.

Trains should go faster and I realize that means track realignment but that is covered somewhat in Alternative 1.

Some parts of the train line between New Haven and Kingston are unsustainably close to the coast, but again those would be addressed in Alternative 1.

The updating of tracks and tunnels around NYC should be the highest priority or the whole system may fail.

Please keep improving and expanding service. Don't cut service from existing routes! Thank you.

susan marcus

So the next speaker is now Curt Marden.

MR. MARDEN: Yes, it is. Association for Public Transit. I actually have a graphic I'd like to put up, which is actually a follow-on to what Brad was speaking about, passenger delivery.

MS. SIEGEL: I don't know if we have -- I don't know if we can accommodate that, but we can certainly have you send that to the team so we can have it.

MR. MARDEN: Okay. It's just a pdf.

MS. SIEGEL: Can you make your remarks, and then we can exchange the graphics separately?

MR. MARDEN: Certainly.

MS. SIEGEL: Curt, just introduce yourself.

MR. MARDEN: My name is Curt Marden. I'm a professional engineer, registered in Massachusetts, board member of the Association for Public Transit. I have a long-standing interest in transit issues in the eastern part of Massachusetts, particularly rail.

My comments are that the plans that were presented tonight look extremely promising; they have absolutely commendable goals. But following on to what Brad was saying as far as passenger delivery, I want to emphasize also myself that connecting North and South Stations is going to create logistical opportunities for actually being able to have those volumes of trains operating on the corridor.

In order to be able to make up those train sets, you have to have a place to put them. There's real estate on the other side of the Charles River, which is rapidly disappearing, which used to be yards, for example, that are inaccessible to South Station easily.

Additionally, on the passenger delivery side, the number of right-of-ways that have been lost over the past 50 to 60 years is really profound in eastern Massachusetts, and many of them are being targeted for recreational trails, as opposed to being reinvested into feeder connections to our existing spoke network.

As it stands right now, by my analysis of old maps, you have existing right-of-way from basically Lowell to Walpole. If you actually built a loop connection line between those points, you would connect almost all the commuter rails, and that would create the outer rim of the spokes, making a lot more connectivity. There certainly is demand for circumferential traffic, as we can see on 128 and 495 every day.

Additionally, these also go through communities, which I'm not proposing that this would be a high-speed, but it would be a feeder to get into it, because as it stands right now, you've got to come all the way into Boston to get

to the NEC. There is no other way to do it, except perhaps by car. And if you have people coming in, then you have, again, a concentration as opposed to a dispersed network, which will bring more people to the corridor without the associated traffic, per se.

So that's basically what my graphic describes.

So to top it off, I think part of this plan needs to certainly integrate the local NPOs as far as the planning process, and to really bring to their attention that arguing that turning these unused right-of-ways into trails as some sort of traffic or congestion mitigation is patently untrue, and that they're being turned into something which is of far higher value as a mass transit opportunity for the region. Thank you.

MS. SIEGEL: Thank you very much.

NEC DEIS Comments - RECORD #1496 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Seibert

Last Name :

Margaret

Stakeholder Comments/Issues :

Alternative 1 seems to gain very little not only in travel time saved but also for future growth and need. The village of Old Lyme is also an historic one and is as important to retain the history of the area as it is to wisely develop rail service to region. It is a small hamlet, whereas the northern routes provide much needed service to Hartford, UConn and Green Airport in RI...plus a great gain in travel time. Alternate 2 would easily be added to future expansions, but there are too many hurdles for Alt 3 to be a viable option in near future. Alternate 1 is shortsighted and just spoils a natural resource and historic district for 35 mins and few additional passengers to be worth it.

NEC DEIS Comments - RECORD #807 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Howard

Last Name : Margules

Stakeholder Comments/Issues :

Figure out a way to put the RR in a place that does not distroy Olsd Lyme

NEC DEIS Comments - RECORD #1948 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Mary Jo
Last Name : Margules
Stakeholder Comments/Issues :

This is a bad idea.

NEC DEIS Comments - RECORD #2603 DETAIL

Status :

ACTION COMPLETED

Record Date :

2/16/2016

First Name :

Brian

Last Name :

Mari

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 #2316 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Tip

Last Name :

Markmaitree

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,

Tip Markmaitree

NEC DEIS Comments - RECORD #1809 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Vesna
Last Name : Markovic
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 #2053 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Ted

Last Name :

Markowitz

Stakeholder Comments/Issues :

Please do NOT destroy the Lyme Academy College environs by choosing Alternative 1. There are better solutions that leave this pristine area as is which have other benefits to the state and its citizens as well such as providing better train access to inland communities.

NEC DEIS Comments - RECORD #1903 DETAIL

Status : pending
Record Date : 2/15/2016
First Name : Barbara
Last Name : Marks
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal for several reasons.

1. It will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.
2. It will destroy the heart of a historic district (town of Old Lyme)
3. It will be a blight on the landscape; negatively and permanently impacting a vital saltwater wetlands area that ought to be preserved, not allowed to perish.
4. Alternatives 2 and 3 are far better in terms of planning for the future, and trying to anticipate need and demand rather than just try to keep up with it.

Respectfully,
Barbara Marks

NEC DEIS Comments - RECORD #715 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Howard

Last Name : Marks

Stakeholder Comments/Issues :

It's important to offer NEC service at bargain rates to lure students out of energy wasteful and congestion causing buses. It's not enough to cater to the those of means and on expense accounts. Raise the tunnels so double-decker passengers changes with dense seating can service the corridor.

NEC DEIS Comments - RECORD #1918 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Stephen

Last Name :

Marmon

Stakeholder Comments/Issues :

I am a longtime observer of the Northeast corridor, having covered Amtrak and the Department of Transportation for The New York Times in the early 1970s and also have written about Amtrak for Money magazine. I urge the FRA to favor the CT inland route, which will ensure the shortest runs and improve commuter traffic on the existing corridor.

NEC DEIS Comments - RECORD #3054 DETAIL

Status :

ending

Record Date :

2/16/2016

First Name :

Allie

Last Name :

Marsh

Stakeholder Comments/Issues :

My name is Allison Marsh and

I would like state that I strongly oppose the Alternative 1 plan. There are many studies which show the adverse effects of the air quality near the highway. It is not fair to also subject the people who live near the interstate with the added burdens of excessive noise and vibration from the trains. This creates an injustice for these citizens. Presently the train tracks and I-95 are spread out which lets our citizens share the burden.

I am also concerned with the burden on our environment and the protected areas along the mouth of the CT River and also the Lieutenant River. These areas are special as there are certain species of plants and wildlife which thrive in the salt and brackish waters unique to that part of the river. The view of this part of the Connecticut River - one of the nicest rivers in our country -is beautiful with the historic RR bridge that is existing. Many people have fought long and hard to clean and protect the view of the Connecticut River for generations to come. The diagonal crossing the suggested new RR bridge would only clutter the view. Presently train passengers enjoy a beautiful scenery the way they travel now which happens to be closer to my home than if the proposed tracks go through.

Old Lyme, CT is a beautiful town that generations have prided themselves with the value we place in historic preservation.

I'm sure you also value historic and environmental protection, so please consider eliminating alternative 1 from your further review.

Thank you,

Allie Marsh

NEC DEIS Comments - RECORD #529 DETAIL

Status :

REDACTED

Record Date :

2/3/2016

First Name :

Edward

Last Name :

Marsh

Stakeholder Comments/Issues :

The location of the railroad through our town is terrible already and you are suggesting we need another line through our town. The Connecticut River is one of the only, if not the only river on the east coast that has NO industrial eyesores on its banks. It has remained that way because the citizens of the area protected and privately controlled the land on both sides of the river. No real thanks to government. Adding an additional line north of the existing tracks but south of I 95 would ruin the existing river mouth. The existing tracks are and always have been an eyesore. Why do we want to add to that? If you must add new tracks, remove the old ones and move the whole mess further inland. The added service will never amount to much, because no one rides the train in the first place. The rail service just doesn't work well in rural areas. Never has, never will!

NEC DEIS Comments - RECORD #3052 DETAIL

Status :

Record Date :

2/16/2016

First Name :

Geoff

Last Name :

Marsh

Stakeholder Comments/Issues :

Hello,

I would like to comment that I strongly oppose the Alternative 1 plan that would essentially further burden the people in Old Lyme who already live near the highway with added noise that would come from the train. There are many studies which show the adverse effects of the air quality near the interstates. It is not fair to also subject the people who live near the interstate with the added burdens of excessive noise and vibration from the trains.

I am also concerned with the burden on our environment and the protected areas along the mouth of the CT River and also the Lieutenant River which would have much disturbance with such a large project. These areas are special as there are certain species of plants and wildlife which thrive in the salt and brackish waters unique to that part of the river. The view of this part of the Connecticut River - one of the nicest rivers in our country - is beautiful with the historic RR bridge that is existing. Many people have fought long and hard to clean and protect the view of the Connecticut Rivet for generations to come. The diagonal crossing the suggested new RR bridge would only clutter the view from the Baldwin bridge and from the River. Presently train passengers enjoy a beautiful scenery the way they travel now which happens to be closer to my home than if the proposed tracks go through.

Old Lyme, CT is a beautiful town that generations have prided themselves with the value we place in historic preservation.

I'm sure you also value historic and environmental protection, so please consider eliminating alternative 1 from your further review.

Thank you,

Geoff Marsh

NEC DEIS Comments - RECORD #504 DETAIL

Status :

Action Complete

Record Date :

2/2/2016

First Name :

Linda

Last Name :

Marsh

Stakeholder Comments/Issues :

I have just been make aware of the proposal that would put a railroad right through the heart of our beautiful & historic town of Old Lyme. This plan is absolutely absurd & I can not believe it is even under consideration. This would decimate the heart of our town destroying neighborhoods & historic buildings. This plan needs to be scraped & the present railroad already in place revamped.

NEC DEIS Comments - RECORD #3047 DETAIL

Status :

Record Date :

2/16/2016

First Name :

Sophie

Last Name :

Marsh

Stakeholder Comments/Issues :

Hello,

I would like to comment that I strongly oppose the Alternative 1 plan that would essentially further burden the people in Old Lyme who already live near the highway with added noise that would come from the train, not to mention the fact that it would decimate our historic district which is of utmost important to the citizens of our town.

I am also concerned with the burden on our environment and the protected areas along the CT River and also the Lieutenant River which would have much disturbance with such a large project.

We already have our wetlands stressed with the existing train tracks and what's done is done there, but I cannot imagine the detrimental impact this would have on the River banks. The view of this part of the Connecticut River - one of the nicest rivers in our country - is beautiful with the historic RR bridge that is existing. The diagonal river crossing the suggested new RR bridge would only clutter the view from the Baldwin bridge and from the River. Presently train passengers enjoy a beautiful scenery the way they travel now which happens to be closer to my home than if the proposed tracks go through.

Old Lyme, CT is a beautiful town that generations have prided themselves with the value we place in historic preservation.

I'm sure you also value historic and environmental protection, so please consider eliminating alternative 1 from your further review.

Thank you,

Sophie Marsh

NEC DEIS Comments - RECORD #2073 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Catherine J.
Last Name : Marshall
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 #1161 DETAIL

Status :

Record Date :

2/13/2016

First Name :

Robbie

Last Name :

Marshall

Stakeholder Comments/Issues :

I don't know how we're expected to comment without knowing the details. They need to call some big meetings in the schools and Town Halls and make presentations; with complete plans, costs, and time frames. Then the different towns can weight in.

NEC DEIS Comments - RECORD #1451 DETAIL**Status :**

[REDACTED]

Record Date :

2/14/2016

First Name :

Julie

Last Name :

Martel

Stakeholder Comments/Issues :

I agree that we should invest in the railroad system in the NE corridor. There are areas that can be improved, such as the Old Saybrook bridge over the Connecticut River, which can be ameliorated to improve overall service on current lines. However, I do not see that the benefit outweighs the cost and impact of Alternative 1. Alternative 1 will have a very negative impact on the town of Old Lyme, including the wildlife and natural habitats and does not significantly enhance train travel through the area. Alternatives 2 and 3, which expand rail travel in the northeast, could be beneficial but much more work is needed to study the impacts and refine the cost-benefit. I would like to see Alternative 1 removed from consideration and Alternatives 2 and 3 require extensive study including identifying sources of funding. The first step is to optimize the lines currently in place.

NEC DEIS Comments - RECORD #2285 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Donna

Last Name : Martell

Stakeholder Comments/Issues :

Please find another way. Lyme Academy College of Fine Arts has shared immeasurable riches with artists and art communities across the entire country. It's unthinkable that such an icon of the representational art world should disappear.

NEC DEIS Comments - RECORD #1021 DETAIL

Status :

Action Complete

Record Date :

2/12/2016

First Name :

Fred

Last Name :

Martin

Stakeholder Comments/Issues :

Progress in mass transit is important for the U.S. economy, but not at the cost of destroying our heritage and entire towns. Alternative 1 route thru The center of Old Lyme, Ct is a thoughtless proposal inconsiderate of the people and history of this pristine area. It must be eliminated as an alternative!

NEC DEIS Comments - RECORD #314 DETAIL

Status : [REDACTED]
Record Date : 1/27/2016
First Name : James P.
Last Name : Martin

Stakeholder Comments/Issues :

I am a resident of Garden City living in the neighborhood adjacent to the proposed railroad path. This is a highly contested and over utilized area that will definitely be impacted from a quality of life perspective by any more activity taking place near it.

We do not need this proposed railroad adding to the congestion in this area which already includes through traffic from other towns, Stewart School Traffic, Roosevelt Field Mall and other shopping center traffic.

Vote No on this issue.

Sincerely,

James P. Martin

Garden City Resident

Sent from my iPad

NEC DEIS Comments - RECORD #1025 DETAIL

Status : [REDACTED]

Record Date : 2/12/2016

First Name : Marie

Last Name : Martin

Stakeholder Comments/Issues :

Dear FRA:

I am an active volunteer at the Florence Griswold Museum in Old Lyme, Connecticut. Have members of this committee proposing Alternative 1 route of a high speed railway ever visited our museum or walked the town of Old Lyme? If they have, this Alternative would never have been proposed. It is ludicrous to suggest that this route would be environmentally positive to the town of Old Lyme and the historical buildings and land it would disrupt. Therefore I am opposed to this alternative and outraged that it would ever appear on paper or be presented for consideration. Sincerely, Marie A Martin

NEC DEIS Comments - RECORD #2600 DETAIL

Status :

Review Completed

Record Date :

2/16/2016

First Name :

Chris

Last Name :

Martinez

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 #188 DETAIL

Status :

Record Date :

1/16/2016

First Name :

Patricia

Last Name :

Martinez

Stakeholder Comments/Issues :

As a Long Islander, I am most alarmed by Alternative 3 in this plan. Long Island is too densely populated and too built up to accommodate high speed rail. In my hometown of Floral Park, the high speed rail would follow the LIRR tracks directly through our town. ANY expansion along this line would be detrimental to our village and its homeowners. The tracks run alongside BOTH of our elementary schools, as well as our pool and recreation complex. Many homes and businesses abut the current tracks with little or no room to spare. I cannot begin to fathom the noise, pollution, and danger that trains travelling 160mph to 220mph would bring to our area. We are already able to connect easily to the current NEC via the Long Island Rail Road to Manhattan. There is no need and no room to bring high speed trains to our island.

NEC DEIS Comments - RECORD #1782 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Tiffany
Last Name : Martinez
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."

Waletzko, LeAnn

From: Amishi.Castelli@dot.gov
Sent: Tuesday, December 08, 2015 9:29 AM
To: Waletzko, LeAnn
Subject: FW: Tier 1 Draft Environmental Impact Statement / Draft Programmatic Agreement

FYI (on response, in case you need it). He Cc'd the world, so I accidentally forgot to Cc you on this! –A.

From: Castelli, Amishi (VOLPE)
Sent: Tuesday, December 08, 2015 11:25 AM
To: 'David Weeden'
Cc: Ramona Peters; Reyes-Alicea, Rebecca (FRA); Blatnica, Rebecca (VOLPE); Ruby.Siegel@aecom.com; Susan.Anderson@aecom.com; Selina.Zapata.Bur@aecom.com; kfanizzo@achp.gov; cvaughn@achp.gov; cwilson@achp.gov; Patel, Elizabeth (FTA); Koenig, Daniel (FTA); Quagliata, Antoinette (FTA); Serassio, Helen (FTA)
Subject: RE: Tier 1 Draft Environmental Impact Statement / Draft Programmatic Agreement

Hi David and Ramona- Thank you for your comment. As we are in the official comment period for the Tier 1 Draft EIS (and Draft Programmatic Agreement), your comment will be reviewed and addressed in the Tier 1 Final EIS, as is the case for all comments we receive during this period.

However, the Programmatic Agreement will be executed prior to the finalization and release of the Tier 1 Final EIS. Since your comment is particular to the Programmatic Agreement, you can expect to see a response to your comment prior to finalization and execution of the Programmatic Agreement.

Thank you for your comment. Best, Amishi

From: David Weeden [<mailto:DWeeden@mwtribe.com>]
Sent: Monday, December 07, 2015 9:39 AM
To: Castelli, Amishi (VOLPE)
Cc: Ramona Peters; Reyes-Alicea, Rebecca (FRA); Blatnica, Rebecca (VOLPE); Ruby.Siegel@aecom.com; Susan.Anderson@aecom.com; Selina.Zapata.Bur@aecom.com; kfanizzo@achp.gov; cvaughn@achp.gov; cwilson@achp.gov; Patel, Elizabeth (FTA); Koenig, Daniel (FTA); Quagliata, Antoinette (FTA); Serassio, Helen (FTA)
Subject: RE: Tier 1 Draft Environmental Impact Statement / Draft Programmatic Agreement

Amishi Castelli,

The Mashpee Wampanoag Tribe's Historic Preservation Department needs to be added on page N-2 Line 75 (Rhode Island). Our ancestral lands area with the area and are a concern when reviewing projects. Please send confirmation to the revision requested.

We look forward to working with you as the project develops.

Have a Blessed Day,

David Weeden

David Weeden

Deputy THPO
Historic Preservation Department
Mashpee Wampanoag Tribe
483 Great Neck Rd., South
Mashpee, MA 02649
Ph: 508.477.0208*102
E-mail: Dweeden@mwtribe.com

NEC DEIS Comments - RECORD #2232 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Pankhuri

Last Name :

Masih

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 #2703 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Michelle

Last Name :

Mason

Stakeholder Comments/Issues :

Dear Federal Rail Commission,

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 #1697 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Leslie

Last Name :

Massa

Stakeholder Comments/Issues :

Improving rail travel to move vehicles off the road is a great idea BUT please look at the entire issue not just the one issue. The stretch of 95 from Old Lyme, Ct on eastward is slated for widening to improve the safety of that stretch. The new rail will compete for that space. AND precious coastline and ecosystems are fragile and in direct threat from those projects. So is the historic town of old lyme. Please take a step back and look at the entirety of the project in light of the other very real factors and please reject alternative 1.

NEC DEIS Comments - RECORD #1698 DETAIL

Status :

Record Date : 2/15/2016

First Name : Mark

Last Name : Massa

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 Audubon 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

NEC DEIS Comments - RECORD #1707 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Michael

Last Name :

Massa

Stakeholder Comments/Issues :

I am 24 and grew up in Old Lyme. Since then, I have traveled and worked in some very beautiful places in the world but still consider the coastal communities of eastern Connecticut to have a natural and historic beauty that is worth protecting fiercely. I support investment in improving our northeast corridor rail service, but 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.

4) from what I have been told, the improved speed is not very significant and the costs (financial, environmental, natural, historic) seem monumental.

NEC DEIS Comments - RECORD #550 DETAIL

Status : Action Completed

Record Date : 2/4/2016

First Name : Ed

Last Name : Hood

Stakeholder Comments/Issues :

Please see attached

Ed Hood

Executive Director

Opacum Land Trust

www.opacumlt.org

P.O. Box 245, Hardwick, MA 01037

MassConn Sustainable Forest Partnership Coordinator

www.opacumlt.org/massconn

Office: 413-477-1061, Mobile: 413-757-8580



MassConn Sustainable Forest Partnership

c/o Norcross Wildlife Sanctuary ~ 30 Peck Road ~ Monson, MA 01057
<http://www.opacumlt.org/massconn>

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

February 4, 2016

To Whom It May Concern:

I submit these comments to the NEC Future Tier 1 Draft Environmental Impact Statement (EIS) on behalf of the MassConn Sustainable Forest Partnership (MassConn), and with the approval of its steering committee, cc'd at the bottom of this letter. MassConn is a voluntary association of land conservation organizations, municipal, state and federal agencies, and foresters serving a region of 38 towns spanning the border of South-Central Massachusetts and Northeastern Connecticut. MassConn partners work together to identify key areas for conservation, promote sustainable forestry practices, and organize public educational events. Recognizing that political boundaries are irrelevant to plant and animal communities, we work together to ensure contiguous and connected forested areas for species to migrate, interbreed, and shift their ranges in response to changes in the environment. We applaud the effort that went into this process, but have a number of concerns that we feel need to be addressed during the next planning phase.

Our primary concern after reviewing the EIS is that the maps are not sufficient to truly analyze the impacts associated with this project. It is not clear exactly where the intended new rail lines would lie on the landscape and many protected parcels including land trust properties, private properties conserved with conservation easements, and municipal lands are not taken into account. Providing a geospatial line for the public to insert into their own geographic information systems (GIS) will allow interested parties to better assess the impacts that the project will have on natural and recreational resources.

The area of greatest concern to MassConn is Northeast Connecticut, which is proposed to be traversed by Alternatives 2 & 3. This region is known as the Quiet Corner and provides an important connection for wildlife moving north and south from northern New England to Long Island Sound. This region is part of The Last Green Valley National Heritage Corridor designated by congress in 1994. It is also designated as a Forest Legacy area by the U.S. Forest Service and received over 2 million dollars in federal funding for forest conservation in 2015.

The importance of this area lies in the large tracts of open forest and farmland including Natchaug State Forest and Mansfield Hollow State Park that provide sanctuaries and stopovers for migrating species. Additionally, relatively sparse development in this region makes it a stronghold for many species. Bisecting this

region with a railway will immediately create forest fragmentation which will change many forest interior habitats. Many species rely on large unbroken tracts of forest for breeding, feeding, etc. and when these forests are cut with roads, railways, or development, edge habitats are created. These edges cause an increase in predation, an increase in sunlight that changes species composition, and ultimately many of these factors lower survival for key interior species. The railway will also have a compounding effect on these increasingly rare habitats. Once a rail line is established in this area, it will increase the development pressure on the region causing more land conversions and ultimately reducing the amount of available forest or open space for wildlife.

Additionally, the EIS very clearly states that no field investigations occurred as part of the analysis. Without field investigations, it is impossible to know the true impacts to key habitats like high-quality wetlands and vernal pools or rare pitch pine forests which often are not represented in current GIS data. These sites are home to rare species and important breeding habitats that cannot be replaced when destroyed.

Lastly, as a group of land conservation organizations that have been working on land acquisition in Connecticut for decades, Alternatives 2 and 3 do not seem feasible or cost effective. Connecticut is a densely populated state with mostly small acreages spread across the landscape. With property costs averaging some of the highest across the country, the cost of solely acquiring the land needed to establish these new corridors would be exorbitant and would take decades to accomplish if even possible.

For the many reasons listed above MassConn favors Alternative 1 that mostly follows current railway lines, but makes many necessary improvements to increase passenger rail for the future. Thank you for your consideration of MassConn's comments.

Sincerely,



Ed Hood
Coordinator, MassConn Sustainable Forest Partnership
Executive Director, Opacum Land Trust

Cc, the MassConn Steering Committee:
Dan Donahue, Norcross Wildlife Foundation
Leslie Duthie, Norcross Wildlife Foundation and Town of Monson, MA Conservation Commission
James Gage, Northern Connecticut Land Trust
Cynthia Henshaw, East Quabbin Land Trust
Michael Hveem, Joshua's Trust
Bill Labich, Highstead Foundation
Jennifer Ohop, Norcross Wildlife Foundation and Opacum Land Trust
Lindsay Suhr, Connecticut Forest & Parks Assoc.
Mark Wamsley, Kestrel Land Trust

NEC DEIS Comments - RECORD #2998 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Cheryl

Last Name : Dustin

Stakeholder Comments/Issues :

Good Afternoon,

Please find the attached letter addressed to Rebecca Reyes-Alicea and signed by Stephanie Pollack, Secretary and CEO of the Commonwealth of Massachusetts. If you have any question or if I can further assist, please do not hesitate to contact me at (857)368-8892.

Regards, Cheryl Dustin

Cheryl Dustin
Executive Assistant to
Stephanie Pollack
Secretary & CEO
MassDOT
10 Park Plaza, Suite 4160
Boston, MA 02116
(857)368-8892

Attachments : LTR - Reyes-Alicea - NEC Future - 2.16.16.pdf (142 kb)



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

February 16, 2016

Rebecca Reyes-Alicea
USDOT, Federal Railroad Administration
Office of Railroad Policy & Development
Mail Stop 20
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: NEC Future

Dear Ms. Reyes-Alicia:

The Massachusetts Department of Transportation has a longstanding and strong interest in the Northeast Corridor (NEC) and its future. There are many reasons for this:

- The Massachusetts Bay Transportation Authority owns and operates service on the line that the NEC uses in Massachusetts. That line includes South Station, which is the northern terminus of the NEC and Boston's largest commuter rail terminal.
- Over 50% of Boston-New York travelers reportedly use Amtrak. This is an important connection for Boston's financial and innovation sectors and other parts of Massachusetts' economy.
- Because Amtrak's NEC service is available, Massachusetts can maximize the capacity of Boston's Logan Airport for international and longer distance domestic destinations.
- Massachusetts and the Federal Railroad Administration have made substantial investments in the Knowledge Corridor, improving economic opportunities in the Pioneer Valley by facilitating access to the mainline NEC.

Massachusetts needs and benefits from intercity passenger rail. Our appreciation of intercity passenger rail increases with every business person who chooses Acela over a flight from Logan to LaGuardia, with every student who takes the Northeast Regional service to Northampton or Boston, and with every tourist who uses Amtrak as a pleasant way to begin a New England vacation.

Massachusetts long ago acquired our portion of the NEC because we knew then that it would become a pivotal part of our transportation system. We understand its current importance and are confident that its regional significance will continue to increase. We want to share in an NEC that is in a State of Good Repair (SGR) and that provides reliable and frequent service that connects Massachusetts' cities to key locations throughout the Northwest. We understand

that the NEC can transform not only the way we travel in the Northeast, but also the way that the region's population centers grow and connect.

With that background, we offer the following comments on NEC Future:

1. The clearest need for the Northeast Corridor is achieving a State of Good Repair (SGR). Yet the NEC Future Environmental Impact Statement (EIS) does not contain an alternative that would simply accomplish that goal – a condition that is basic to good service, but which has been consistently out of reach. This document would have been far more relevant if it had provided a framework for getting this chronically underfunded publicly owned railroad into a State of Good Repair.¹ Because neither the No Action Alternative nor Alternative 1 clearly represents a State of Good Repair, it is difficult to determine what it would cost to reach SGR – a threshold that the Corridor states have traditionally identified as a starting point for further state investment.
2. While not specifically a plan to achieve SGR, Alternative 1 identifies several chokepoints that are well known as places where additional investment would improve the reliability of current service (p. 4-45). Canton Junction to Readville in Massachusetts is certainly one such chokepoint and we greatly appreciate its inclusion in Alternative 1. We also heartily endorse the categorization of South Station's expansion, which is listed as a "universal" project that would be included in all the Action Alternatives (pp. 10-3, 5). South Station expansion is an important investment in the future of both Amtrak and commuter rail service in Massachusetts. It would have been helpful to have more detail on the other elements of Alternative 1, particularly those that might be categorized as State of Good Repair or as programmatic upgrades of existing facilities such as the signal system between Providence and Boston.
3. The high level concepts presented in Alternatives 2 and 3 are difficult to grapple with. Alternative 2 seems to generally follow the existing right of way in Massachusetts, but it is not clear whether the new segments would require any land taking – an issue that would be important for state and local stakeholders to understand. The depiction of Alternative 3 on pages 46-47 and page 25 in the Mapping Atlas seems to suggest a wholly separate new right of way through Worcester County with an aerial structure going through Worcester and tunnels on either side of that city. Page 25 in the Mapping Atlas also indicates a 20+ mile tunnel coming into Boston from the west, an 8+ mile tunnel coming in from the south, and an aerial structure being used on the approach to Back Bay Station. These are radical proposals that could have significant local impacts, yet there is only minimal information about them in the text.²

-
1. The No Action Alternative does not include reaching a State of Good Repair (p.4-34) or the critical infrastructure projects (such as the Baltimore Tunnels) that will plainly need to be addressed at some point (p. 9-6). Alternative 1 "maintains the role of rail as it is today" but is not focused on condition and includes new services to meet expected new demand.
 2. Some of the information is confusing and contradictory. Figure 4-21 seems to propose two "new" stations for Alternative 3: one at Beacon Park and another inexplicably close to existing Back Bay

4. The NEC can offer significant economic benefits to the cities and regions that it serves, particularly if it is to be as transformative as NEC Future suggests. Massachusetts is therefore very disappointed that Alternatives 2 and 3 exclude any route that would include Springfield, Massachusetts. The Commonwealth and the city of Springfield have actively supported Federal and State investments in rail projects such as the Knowledge Corridor and Springfield Union Station, having identified improved rail service and connectivity a major economic strategy. Even if there is a valid rationale for not running the new NEC route through Springfield and instead making it part of a regional service, this document should provide more information on that regional service – what would it include, how would it be defined, what its service characteristics would be, what populations and travel patterns would it serve, and how much would it cost. Such information about this and other regional services feeding the NEC could help generate the broad support that the NEC Future’s vision seeks to create.
5. There is no clear connection between NEC Future’s high level plans and the ongoing planning undertaken by the corridor’s host communities. In Massachusetts many municipalities are relatively small and local planning is the mainstay of land use. Except where the work contemplated is confined to the existing right of way, the information provided lacks the detail needed to identify any synergy or conflict between an Alternative and the host community’s vision for its future. An Alternative that proposes a new right of way, a tunnel, or a viaduct somewhere in a broadly defined corridor stretching across an area that includes several cities and towns does not help either the public or local officials determine whether and to what extent they are potential stakeholders.³
6. The document provides much less information than was hoped for on how freight and intercity passenger rail can share the system. Is a costly new right of way the only alternative? The discussion of other options in section 5.3.1.3 is extremely brief. This is a topic that is particularly important to Massachusetts since we have invested heavily in preserving freight rail corridors and we regularly provide state-funded grants to improve industrial rail access.
7. It is difficult to understand the overarching logic that produced the distribution of service in Figure 5-6. Under some scenarios a few currently served stations would see service increase from 10-20 trains to 220 trains per day (Newark Liberty and New Rochelle) or from some 5 trains per day to 275 trains per day (Hartford). The increases at major stations are generally more modest. These outcomes may represent logical choices given the constraints at major stations and new growth that could occur in smaller cities. However, the text does not clearly address the degree to which these service patterns represent railroad constraints or regional

station. Yet neither new station appears in the Mapping Atlas (p. 25) showing the representative route for Alternative 3 in Massachusetts.

3. Not all resources in Massachusetts have been identified and Table 7.4-6 does not clearly identify the parks described. Also, in Table 7.5 Boston Harbor is incorrectly named Boston Bay.

growth choices. Both can be important factors and we would like to understand their interplay.

8. While we understand that it is very hard to deal with costs and funding in a Tier 1 EIS and so little information is traditionally required in those areas, the document would have benefited from a more detailed unpacking of the cost estimates that are provided and from some discussion of cost control measures that might help reduce the enormous funding gap between available resources and even the No Action Alternative. It is very unlikely that any combination of state and current Federal funding could address the identified need, so what will be the framework for prioritizing and funding the investments that are ultimately recommended through this process? That unknown inhibits Massachusetts' appreciation for the vision of NEC Future. Without a better sense of what these investments will cost and how they could be funded issues, it is difficult to understand how the Federal Railroad Administration and Amtrak would move forward to not only transform the railroad, but also potentially change the growth patterns of the states and major cities along the Corridor.

We want to thank your staff and the consultants who have worked so hard on the Tier 1 EIS. They have helped to guide us through the process and have fielded many questions. Given the scope of their task – and the variety of interests and challenges on the Corridor – their work has been remarkable. As our comments above indicate we feel that there are still many very important issues to be addressed through this process, but we look forward to a stronger NEC and we appreciate the vision and determination that NEC Future has brought to achieving that end.

Very truly yours,



Stephanie Pollack
Secretary & CEO
Massachusetts Department of Transportation

NEC DEIS Comments - RECORD #992 DETAIL

Status :

Record Date : 2/11/2016

First Name : Erik

Last Name : Madsen

Stakeholder Comments/Issues :

High speed rail lines are more than just solutions to congestion in transportation. We should fully appreciate the other intrinsic benefits of high speed rail to a civilization. High speed rail systems are:

- Iconic of the identity of the place
- A point of pride of the place
- Symbolic of having future vision
- Representative of complex collaboration of government and industry
- Indicative of economic solvency
- Evidence of a vision to plan for the future
- Anticipatory of an increase in transportation demand
- Able to concentrate development around transit stations
- Raising real estate values
- Cosmopolitan
- Freeing people's commute time to do other things than drive
- Likely to attract individuals and businesses to locate in the region
- Likely to motivate individuals and businesses to stay in the region
- A safer means of transportation
- A less costly means of transportation
- A less polluting means of transportation
- Faster than automobile travel

These intrinsic benefits of high speed rail can have a net economic value much higher than the cost of the project itself. Does anyone think the Japanese Bullet train was a novelty in 1964? Who bemoans the ease and speed one can move about the EU? Could China, Taiwan, South Korea, Sweden, and Turkey all be misguided?

The USA should have embraced high speed rail decades ago. The consequences of not doing so are:

- An economy hobbled by poor transportation.
- Higher prices for goods and services
- The exodus of people and industry from urban centers due to a lack of infrastructure
- Investments in road infrastructure that never relieve congestion
- Attempts to brand buses as a superior alternative to rail

Yes high speed rail is expensive. Urban areas pose complex challenges for new projects. Planning will take years. Many years will be needed for construction. So be it, let's get started. Politicians must concentrate on having a vision for the future and act on that vision today. This is the most powerful and technologically advanced country in the world that deserves to have a transportation system it can be proud of.

All other high speed rail lines in the world have succeeded and expanded over time. We can expect similar success if we focus on a new high speed rail line from DC to Boston.

Although more costly to construct, the option of new service from NYC to Danbury to Hartford to Providence will integrate all the metropolitan regions of Connecticut into the system thus greatly adding to the overall viability of the system. Furthermore increases in ridership on Amtrak will also raise use of Metro North and vice versa. These same gains in ridership will not be achieved if the route remains on the coast of Connecticut. Additionally concepts like commuter rail from, white plains to Danbury, and Waterbury to Bristol could fail to be viable without this route. If this route as conceptualized parallels Interstate I-84 which has high vehicle traffic it would be wise to make use of this proximity to convert automobile traffic to commuter rail traffic. Thus it would seem logical and justified to add a third and fourth track to the line to efficiently handle local traffic too. The two dedicated local tracks would also function to collect passengers for the high speed rail stops and also to transfer to Metro North. Therefore it would be best to implement this new line as four tracks rather than two. The high value of local service along the route would be effective at offsetting local objections to the negative impacts of a limited access high speed rail line. Think about it, why would Connecticut agree to a new rail line that passes through state without citizenry able to access it?

Another important consideration is that high speed rail and freight are incompatible. This line should be high speed rail only.

This project should seize upon the fact that the CT DOT is in the planning stages of replacing the I-84 viaduct in Hartford. The existing Hartford rail line is crossed twice by the viaduct. Now is the time to anticipate the needs of high speed rail at this location before the opportunity is lost. If Hartford were to choose to heal the damage done by I-84 to its neighborhoods then the highway would need to go below ground . A tunnel could be the best option that could also go under the CT River. Similarly the rail line could go below ground too.

People 100 years from now will praise the DC to Boston high speed rail line for bringing prosperity to CT. Let's not disappoint them. No half measures! Be bold! Think big! Build it!

NEC DEIS Comments - RECORD #895 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Thomas

Last Name : Mastanduono

Stakeholder Comments/Issues :

This would not be good for Long Island.

NEC DEIS Comments - RECORD #1804 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Anthony

Last Name : Mastromarino

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 #1627 DETAIL

Status :

Unread

Record Date : 2/15/2016

First Name : JOSEPH

Last Name : MASUCCI

Stakeholder Comments/Issues :

Dear NEC Future,

This effort aims to address a problem with solutions that are technologically antiquated, overly expensive, environmentally hazardous and essentially amounts to inefficiently 'catching up to the past' when one considers the size of the capital investment relative to the outcome.

Magnetic levitation technology already exists for almost 100 years.

Trains in Japan are faster and safer than what you are looking to build in this plan. To spend this amount of capital and not be considering it, dooms this effort to be damaging to the environment and residential communities, unsafe to the public, and a waste of money and human capital...to produce an outcome that is expensive, antiquated, and ineffective at solving the transportation problem it is aiming at in the first place.

Lastly, plan alternative 3 is completely unrealistic and impossible to implement without doing major economic and environmental damage to Queens and Long Island. Using LI as a pass through to CT, requiring tunneling the sound and irreparably damaging suburban communities, seems over and above wasteful in terms of construction spending compounded by destroying small residential villages. And surely if a pass through LI is the best plan, then there is a better route through than the one being considered. Northern Blvd and Sunrise Highway would seem to have the scale to accommodate this much better. It makes one question the due diligence that has gone into this plan, that's for sure.

This alternative makes it seem as if a bunch of college summer interns came up with the plan, and cast a shadow of doubt over the whole plan, as well as the entire NEC Future organization. Unless you are talking maglev technology, this problem needs to be addressed by other transportation modes (e.g. air) that do not require tracks and electricity.

Sorry if that's not in the best interest of the rail industry, but the rail industry needs to get real and realize it is not the 19th century any longer, and we need capital expenditure in 21st century technology to avoid 'catching up to the past' and being wasteful with taxpayer dollars, human capital and antiquated in our technology.

Thank you,

Joe Masucci

19 Stewart Avenue

Garden City, NY 11530

NEC DEIS Comments - RECORD #2327 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Maryann

Last Name :

Matano

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures proposal. Why would you even consider destroying the campus of Lyme Academy College of Fine Arts? I strongly oppose this . It's a terrible idea.

NEC DEIS Comments - RECORD #2252 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Kimberly

Last Name : Matarese

Stakeholder Comments/Issues :

There is no better route than plowing through a historic district and impacting a fragile ecosystem. Digesting. All for a 30 minute train ride.

NEC DEIS Comments - RECORD #2984 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Judy & Paul

Last Name :

Mateer

Stakeholder Comments/Issues :

i wish you would choose a different route. The historical area of Old Lyme is very important to us who live in the area. Another route would be a better choice.

NEC DEIS Comments - RECORD #2646 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Edward

Last Name : Mathews

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 #2982 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Vishal

Last Name :

mathur

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 #2480 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Jill

Last Name :

Matthew

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy not only the campus of Lyme Academy College of Fine Arts of the University of New Haven, but the priceless beauty and character of our historic town as well as some of its critical wildlife habitat.

NEC DEIS Comments - RECORD #156 DETAIL

Status : Pending
Record Date : 1/12/2016
First Name : Mj
Last Name : Max
Stakeholder Comments/Issues :

Subject: PANYNJ

Sir,

Congress gave Port Authority of NY NJ its power but no one is watching this dysfunctional agency ???
The Port Authority of receives federal funding grants for DOT 49 cfr part 40 for testing, training and grants for PANYNJ . The PA are not in compliance with DOT and FTA drug and alcohol testing (49 CFR Part 40 and part 655) is a continued receipt of federal funds under Sections 5307, 5309, or 5311 but still receive MILLIONS?
Annual compliance is required! Education and training program for all covered employees, for supervisors/company officials. WHY does the PA not in compliance but still receive federal funding? WHY???
Wouldn't the BILLIONS be better spent on GATEWAY TUNNELS or rail roads improvement. All federal agencies have turned a blind eye. Christie and Cuomo both said " they have no control over the PA" unless it's to place a childhood friend in a six figure job. The PA needs federal monitoring..... We have a court case involving DOT, lack of due process and PA, it's an excellent read! The PA' s federal funding should be taken away!! BILLIONS that can go towards MTA or NYNJ taxpayers??? Love to send case???

Thank you for your time,

Mjmax227@ [REDACTED] <mailto:Mjmax227@[REDACTED]>

Sent from my iPad

Sent from my iPad

NEC DEIS Comments - RECORD #1791 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Daniel

Last Name :

May

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 in Old Lyme.

NEC DEIS Comments - RECORD #970 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Joan

Last Name : May

Stakeholder Comments/Issues :

Please do not ruin one of the most beautiful towns in America, Old Lyme, CT, by running Amtrak train tracks through picturesque town property. I work in Old Lyme. It is an historic gem, which cannot be duplicated anywhere. Save our special American New England historic towns. Please!

NEC DEIS Comments - RECORD #2673 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Philip

Last Name :

Mayer

Stakeholder Comments/Issues :

Please do everything possible to improve rail service between Washington, DC and Boston. The trains should be able to go far faster and the trip should take 1/2 the time it does now.

NEC DEIS Comments - RECORD #2812 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Jack

Last Name : Mayoros

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 #702 DETAIL

Status :

Action Completed

Record Date :

2/10/2016

First Name :

Walter

Last Name :

Maze

Stakeholder Comments/Issues :

You need to run more trains. Open up service from Allentown pa. To Newark nj..and Allentown pa to Philadelphia PA. To help with highway congestion. Don't wait years do it this year

NEC DEIS Comments - RECORD #1887 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Michelle
Last Name : Mazerolle
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 attended the University of New Haven for my master's degree many years ago and I have been proud to see the university and its programs flourish. Alternative 1 would destroy so much of what UNH has tried to grow and develop over the past 20 years. Other, more inland, alternatives need to be explored and developed further.

Sincerely,
Michelle Mazerolle

NEC DEIS Comments - RECORD #2819 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Marc

Last Name :

Mazzalupo

Stakeholder Comments/Issues :

Due to the "60-mile bypass between Old Saybrook, CT and Kenyon, RI" stated in Alternative 1, I am concerned about the proposed route and OPPOSE this plan. While I believe strongly there is a need for improved service throughout this region, as a resident of Old Lyme it appears the impact on homes, businesses, and schools would decimate our town. My support is to explore Alternative 3 at this time.

NEC DEIS Comments - RECORD #74 DETAIL

Status : Pending
Record Date : 12/15/2015
First Name : Briab
Last Name : Mazzarella
Stakeholder Comments/Issues :

I like alternative 3. Please run the train through Waterbury CT and to Hartford CT.

NEC DEIS Comments - RECORD #1729 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Kenneth

Last Name :

McAdams

Stakeholder Comments/Issues :

For true Hi-Speed service, run the new line from NYC to Hartford, then on to Boston. It is shorter distance, ie faster. The shore route would destroy vacation villages and totally destroy Old Lyme. Hartford needs rebirth and this would helpe

NEC DEIS Comments - RECORD #1731 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Kenneth

Last Name :

McAdams

Stakeholder Comments/Issues :

For true Hi-Speed service, run the new line from NYC to Hartford, then on to Boston. It is shorter distance, meaning faster. The shore route would destroy vacation villages and totally destroy Old Lyme. Hartford needs rebirth and this would help.

NEC DEIS Comments - RECORD #1888 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Richard

Last Name : McAndrew

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 #1297 DETAIL

Status : Pending

Record Date : 2/14/2016

First Name : Tammy

Last Name : McArar

Stakeholder Comments/Issues :

Please do not destroy the beauty and history of one of the few true small towns found in our country.

Old Lyme has worked to preserve the true nature of it's surrounds and it's history.

Please use one other other alternative plans. Do not use plan 1.

NEC DEIS Comments - RECORD #194 DETAIL

Status : Pending
Record Date : 1/18/2016
First Name : Joseph
Last Name : McArdle
Stakeholder Comments/Issues :

Although unfortunately I cannot attend tomorrow's hearing in Newark, I fully support the Tier 1 proposals in order to improve rail travel in the future on the NE corridor. On a different subject-commercial traffic and shale oil shipments must continue to be closely monitored by FRA- some CSX trains carrying mixed loads including oil are exceeding the 30 MPH limit. I reside less than 200 feet from this line.

NEC DEIS Comments - RECORD #1340 DETAIL

Status : ██████████
Record Date : 2/14/2016
First Name : Pat and Blair
Last Name : Mcbeth
Stakeholder Comments/Issues :

Given the amount of significant strategic deterioration in the U.S .infrastructure to spend vast sums of money that Washington does not have to shave off a few minutes time is both irresponsible and tragic in destroying both Federal and State historical landmarks. At best this is a waste of taxpayers money and at worst a criminally negligent act. How many bridges are crumbling and collapsing and may actually cost real lives are in need of repair? Spending money on this nonessential project , destroying a historic village and property values is an outrage .

NEC DEIS Comments - RECORD #387 DETAIL

Status : [REDACTED]
Record Date : 1/29/2016
First Name : Lynn
Last Name : McCaffrey

Stakeholder Comments/Issues :

As a resident of Old Lyme whose property will be affected by the proposed Tier 1 Draft.. I am opposed to the plan. The impact on the town's Historic District's character and the plan's proximity to the Region 18 main campus as well as the overwhelming damage to the environment makes this an outrageously ridiculous idea. Has anyone on the committee actually seen the town ? Please reconsider this disastrous plan !

NEC DEIS Comments - RECORD #1354 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Kay

Last Name : McCall

Stakeholder Comments/Issues :

I am very disturbed by Alternative 1, and what would be a horrible impact on the beautiful and historic town of Old Lyme.

NEC DEIS Comments - RECORD #599 DETAIL

Status :

Action Completed

Record Date :

2/8/2016

First Name :

Andrew

Last Name :

McCann

Stakeholder Comments/Issues :

Please do not destroy Floral Park, Stewart Manor, Garden City, and many other fine communities with your 3rd option. The plans clearly would destroy dense, long-established neighborhoods with much character, history, and high property values. It's hard to find such places so close to NYC. Please try to find a route that goes thru less densely populated and/or more commercial stretches. If you're ever in this area, please feel free to contact me or someone in town, and we'd be happy to show you the beautiful neighborhoods that should continue to exist. Please note that I am not against building out the transportation network but would like to see less impact on quality of life.

NEC DEIS Comments - RECORD #3046 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Susan

Last Name : McCann

Stakeholder Comments/Issues :

I just want to make sure that the plans are considering all impacts to our historic and environmental preservation for generations to come.

NEC DEIS Comments - RECORD #1457 DETAIL

Status :

Option Complete

Record Date :

2/14/2016

First Name :

Hilary

Last Name :

McCarthy

Stakeholder Comments/Issues :

I oppose Option 1. I believe it will have a detrimental impact on the town of Old Lyme.

NEC DEIS Comments - RECORD #930 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Judy

Last Name : McCarthy

Stakeholder Comments/Issues :

My comment is really a question. Has anyone actually been to Old Lyme and looked at the impact that this plan would have on the town and the surrounding sensitive environment? If they have I cannot believe that this plan would still seem feasible. It would destroy the only commercial center in town as well as a beautiful art school. Hopefully common sense will prevail.

NEC DEIS Comments - RECORD #2441 DETAIL

Status : ██████████

Record Date : 2/16/2016

First Name : Dr. Keith

Last Name : McCarthy

Stakeholder Comments/Issues :

I strongly oppose the NEC Alternative Plan 1.

This option will have severe detrimental consequences to the citizens and the infrastructure of Old Lyme, as well as to the environment of the local region.

Furthermore, Alternative 1 is extremely short-sighted, and although it is the least expensive option (other than doing nothing), it results in only limited improvement to the existing service. As outlined in your summary, the Connectivity, Capacity, Performance, and Economic Growth essentially remain unchanged from their current status. With respect to Resiliency, the estimated increase in annual riders (up to 69 million), appears significant, however this estimate seems quite optimistic, and frankly unrealistic, since there is very few new connections along the existing corridor, which essentially does not change. I can only imagine then, that the estimated increase must be only in those communities outside of Connecticut, Rhode Island and Massachusetts, and therefore offers no benefit to these States. From a local perspective, and as a commuter myself, commuters in these states need more accessible, & local access to the rails. Reduced travel times and cost are obviously desirable, but Alternative 1 does not accomplish any of these in the New England States. Therefore, Alternative 1 will only result in profound negative impacts to the local regions in New England. As such, I am strongly opposed to Alternative 1.

With respect to the other Alternatives. I do believe it is important to invest in the railway infrastructure not only in the Northeast, but for all of the US. A functional, efficient, sustainable and visionary rail system is vital to the economy and to the environment. As such, I am also opposed to the "No-Action" plan.

NEC DEIS Comments - RECORD #899 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Lisa

Last Name : McCarthy

Stakeholder Comments/Issues :

It would destroy homes, businesses, The Lyme Art Academy as well as have a very big negative impact on our fragile wetlands.

NEC DEIS Comments - RECORD #582 DETAIL

Status :

████████████████████

Record Date :

2/7/2016

First Name :

Anne

Last Name :

McCarty

Stakeholder Comments/Issues :

Does Amtrak's vision for NE Corridor include protecting wetlands? Migratory birds? Fragile ecosystems? Cutting down on noise pollution? De-valuing properties? Destroying historic districts? Destroying businesses? Destroying the essence of a community by tearing a town in half and running a railway through it? Seems that not much thought actually went into this plan other than perhaps the long-term profit to be made from "people-moving." It is my hope that this will mobilize folks from several of the communities that will be devastated by this plan to take action and we will work ceaselessly to educate the public about the dire consequences if this project is allowed to carry through.

NEC DEIS Comments - RECORD #1494 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Susan

Last Name :

McCawley

Stakeholder Comments/Issues :

Come see what we have and you won't want to change a thing.

NEC DEIS Comments - RECORD #1420 DETAIL

Status : Action Complete

Record Date : 2/14/2016

First Name : James

Last Name : McClave

Stakeholder Comments/Issues :

The environmental and residential impact would outweigh any positive.

NEC DEIS Comments - RECORD #2524 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Virginia

Last Name : McCormack

Stakeholder Comments/Issues :

Please do not allow railroad tracks to be built in historic areas, "downtown" areas and zones currently occupied by businesses, educational institutions, religious institutions, medical institutions, parks and cemeteries. Nor should they be built in areas where they could damage fragile, environmentally sensitive areas, such as wetlands. Railroads should provide a safe, convenient alternative to use of interstate highways, but they should not be allowed to destroy the irreplaceable areas noted above. If railroads are allowed to destroy the heart of Old Lyme, then they could destroy my town and even yours! Thank you, Ginny McCormack

NEC DEIS Comments - RECORD #1622 DETAIL

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

Dear Ms. Braegelmann:

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

This proposal fragment 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. It would further imperil species that are dispersal limited like salamanders. It would further create landscape edge and facilitate invasive species movements into the refuge.

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

While the DC-MD-VA area needs increased public transportation options, 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. There are a plethora of roads and highways that already exist and should thus be scoped for to find the best option that would enhance regional sustainability and promote smart development. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Dana

Dana N. McCoskey
Freshwater Biologist
NWT- supporting EERE Wind and Water Technologies Office
U.S. Department of Energy

MS Student, Environmental Science and Public Policy
George Mason University

Email: [dana.mccoskey@\[REDACTED\]](mailto:dana.mccoskey@[REDACTED])

Mobile: [REDACTED]

Website: www.danamccoskey.wix.com/wildlife

LinkedIn: www.linkedin.com/in/danamccoskey

Twitter: @danamccoskey

NEC DEIS Comments - RECORD #2648 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Jacqueline

Last Name : McCreedy

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 #1141 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Fred
Last Name : McCullough
Stakeholder Comments/Issues :

As a resident of Old Lyme, CT. I am concerned and shocked at the proposed path of "alternative 1." While improvements are needed the proposed route is too destructive. Improve what exists.

NEC DEIS Comments - RECORD #35 DETAIL**Status :****Record Date :** 12/3/2015**First Name :** Karen**Last Name :** McCullough**Stakeholder Comments/Issues :**

I have taken the Northeast Regional train many times from Connecticut(Windsor Locks) to Washington,D.C. in order to visit my cousin,who lives in Reston,Va. Also,since we retired and moved to Hedgesville,W.V.,just outside of Martinsburg,W.V.,I have taken the train many times to go back home to Ct. to visit with family and friends. We love the train.I just take the Capitol Limited from Martinsburg to D.C,then wait for the Northeast Regional to take me to Windsor Locks,Ct. I wish there wasn't that long layover in D.C.,but I can live with it. We lived in Vermont for 25 years and we still took the train down to D.C. via the Vermonter out of White River Junction. It is just a pleasant way to travel with no worries about weather,traffic or directions! We are both big train fans. I remember taking the train when I was 12 out of the now defunct Enfield,Ct station to travel to the New York World's Fair. I just have so many memories of train travel. We are currently looking into a three-week Amtrak excursion out West. The trains offer a viable alternative to the hassle of driving or flying.

NEC DEIS Comments - RECORD #708 DETAIL

Status :

Revision Complete

Record Date :

2/10/2016

First Name :

Neil

Last Name :

McDonald

Stakeholder Comments/Issues :

Historic Alexandria, VA, houses an attractive and traditional rail station that lacks adequate parking facilities for even minimal provision of services for the millions of potential riders who now inhabit Northern Virginia. Please consider this station in your planning process.

NEC DEIS Comments - RECORD #900 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Helen

Last Name :

McDonald

Stakeholder Comments/Issues :

The plan for putting a train thru Old Lyme is a ridiculous notion. We will go to Old Saybrook. Why disrupt a quiet, historic community that only has Lyme Steet and the Lyme Acad. I vote NO!!!!!!!!!!!!!!

NEC DEIS Comments - RECORD #1003 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

William

Last Name :

McDonald

Stakeholder Comments/Issues :

Has building a rail route within the right of way of I 95 been thoroughly been investigated as an alternative to a new right of way through the Conn. Shoreline communities? The quality of lore considerations are obvious.

NEC DEIS Comments - RECORD #2903 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Kathryn

Last Name :

McDonough

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 will also ruin the historic district of Lyme right by the Florence Griswold Museum.

Is it necessary to destroy Lyme Academy which is a landmark in the area and one of the few Fine Arts Academies of its kind in the United States?

The entire beauty of the Lyme area would be violated. Don't do this.

NEC DEIS Comments - RECORD #1065 DETAIL

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

Attached please find comments which are hereby requested to be included in regards to the NEC Future EIS as fully set forth herein, including but not limited to the following issues with attached comments incorporated herein by reference as needing to be addressed:

(See attached file: Public comments to EIS 2-12-2016.pdf)

Adverse Growth Aspects of the Proposal
Aesthetic resources
Air Quality
Alternatives
Alternative Studies Information
Archaeological Resources
Architectural Historic Resources
At Grade Crossing Elimination
Community Disruptions
Community Facilities and Services
Community Outreach and Involvement
Construction Impacts
Cumulative Impacts
Disclosure Issues
Displacement and Property Acquisition
Electro Magnetic Fields
Energy and Utilities
Freight Operations
Hazardous materials
Independent Verification and Review
Infrastructure
Irreversible or Irrecoverable Commitments or Destruction of Resources
Land Use, Zoning and Public Policy
Lighting
Local tax base Impact
Mitigation measures: To be done FIRST and foremost
natural resources
Neighborhood character
Night time activities
Noise and vibration

Open space and recreation
Operating restrictions and regulations need to be established in perpetuity
Parking Analysis
Parkland
Pedestrian analysis
Police and emergency response responsibilities
Projections and estimates verification and validity
Public advocate appointment and grievance procedures
Public Health considerations
Public and agency participation
Revitalization
Ridership and freight usage
Safety and security
Shadows and height of project
Significant adverse impacts
Socioeconomic conditions
Sound and light elimination or barriers
Suburban design and visual resources
Traffic and parking
Traffic analysis
Transit and Pedestrians
Transit Analysis
Transportation
Trip generation
Unavoidable adverse impacts
water supplies, solid waste and sanitation services

Given that the NEC Future project appears to be potentially incorporating any changes made to the MTA LIRR main line corridor between Queens Village and Hicksville on Long Island, the attached issues raised are as applicable to the NEC Future EIS as the Third Track scoping documents. To the extent it needs to be said, please replace the term "Scoping Document" with "NEC FUTURE Tier 1 Draft Environmental Impact Statement (EIS)" as needed.

Dennis J. McEnery

[REDACTED]

Floral Park NY 11001

[REDACTED]

***** PLEASE NOTE *****

This message, along with any attachments, may be confidential or legally privileged. It is intended only for the named person(s), who is/are the only authorized recipients. If this message has reached you in error, kindly destroy it without review and notify the sender immediately. Thank you for your help.

Attachments : Public comments to EIS 2-12-2016.pdf (8 mb)

Title of Project

The title of the megaproject should be its accurate historical identification, the "LIRR Main Line Third Track Project" which is also in accordance with its designation within the federal legislation which is primarily funding the megaproject. The recent public relations efforts to recast it as the so-called "Main Line Corridor Improvements Project" is misleading and the inference that what is being proposed is an "improvement" is in and of itself the subject of much debate.

Notice Issues

The notice of the Scoping Meetings was seriously flawed and deficient. The notice of the public meetings was apparently mailed only to 16,000 addresses within a quarter mile of the track, so addresses in many sections of the adjacent political subdivisions were not even mailed to by the MTA LIRR. The Scoping Meeting notice brochure itself failed to have the times and place of the Scoping Meetings. Also, if the addressees primarily read Spanish or another language, like so many in the impacted adjacent communities, the MTA LIRR documents were only published in English. Most deficient of all, however, is that even though Community Board 13 in Queens covers over 200,000 residents, and is the location of the MTA LIRR's headquarters in Jamaica Queens, no Scoping Meetings took place in Queens. The public notice and the scheduling of the Scoping Meetings also coincided with the end of the school year and were held even on the day of local school budget elections. In addition, the MTA LIRR included additional comments and clarifications at its last meetings in Hicksville which were not mentioned at its initial meetings in Mineola. The MTA LIRR also did not make any transcript of the Scoping Meetings available on its website or for free for the asking to the public. This all appears to negatively impact the public's right to know and be heard.

Goals and Objectives

The proposed goals and objectives are completely arbitrary and were prepared in order to be outcome determinative. The authors obviously have a single conclusion and outcome in mind, i.e. construct an additional electrified railroad track from eastern Queens to Hicksville, and then have fashioned the goals and objectives to coincide with that conclusion as the only possible answer to the question. It appears to be a predetermined question in which the MTA LIRR knows the answer it wants and then fashions its goals and objectives to fit its answer. This is completely unacceptable and a cynical attempt to limit and suppress a full and fair public debate.

The MTA in another current project, the JFK Downtown link, for example, lists 5 separate goals and over 20 objectives to be met. This project should have every goal simply and logically stated, along with the dozens of objectives which should be inclusive in such a massive megaproject through the very heart of the communities in eastern Queens and western Nassau County.

Alternatives

The Scoping Document and an EIS are required to analyze all reasonable alternatives that may achieve the Proposed Action's goals. The MTA must at least consider as many options as it did for Westchester in constructing an additional track on the Harlem Line of the Metro North, and the following comments are based upon such previous MTA projects.

In addition to MTA LIRR's preferred configuration of the Main Line Third Track (the "Preferred Alternative"), there should be at least seven (7) other Alternatives which should be defined and evaluated in the EIS: three (3) build Alternatives, three (3) Operational Alternatives and the No-Build Alternative. The MTA LIRR's self chosen Preferred Alternative involves the construction of an additional 11.5 mile third track from eastern Queens to Hicksville. The MTA LIRR must separately identify and evaluate whether the new track will be constructed north or south of the existing mainline tracks, as the potential impacts are dramatically different depending on which side of the mainline the additional track is located.

The Build Alternatives should involve construction on the north side of the MTA LIRR's right-of-way, as well as separate evaluations involving construction on the south side of the MTA LIRR's right-of-way.

Every Build Alternative should evaluate each mile of the megaproject on its own merits and considerations. If an additional available track already exists within a particular area, such as the additional tracks west of the Hempstead Line joining the Mainline in Floral Park, or the already existing additional track constructed over Herricks Road as part of the on grade crossing elimination project begun in about 1994 and not completed until 2000, then they should be evaluated for preferred inclusion, so as to eliminate the construction of yet another track in such areas.

Another Build Alternative would involve an alignment that includes the construction of the third track between existing station areas and any grade crossing eliminations and remaining as a two track configuration in other areas.

Under all Build Alternatives, the portion of the third track should be built on MTA LIRR property, and the present grading and natural physical state maintained. Only under dire circumstances should retaining walls be utilized, and any building of such retaining

walls must be minimized and be designed to be in keeping with the esthetics of the neighboring communities.

The No-Build Alternative presents conditions with service provided with the existing track configuration.

In addition to the Build and No-Build Alternatives, other Alternatives should consider modifications to MTA LIRR's operations without changing track configurations; reducing signal spacing and train speeds; installing communication-based signaling; and consolidating and/or eliminating service at certain stations to allow for additional service to other stations. One alternative should include the building of rail yards east of Hicksville, which based upon the MTA LIRR currently abandoned plan to construct one on the Port Jefferson line due to community opposition, results in at least SEVEN empty trains that have to travel on the Mainline in order to get to Port Jefferson each weekday morning.

In addition, the MTA LIRR should study alternatives which would construct a second track in areas where only one currently exists. For example, a speaker from the Farmingdale area and a former member of the MTA LIRR Commuters Council urged the construction of a second track in that area, before the MTA LIRR embarked upon building a third track on the Mainline.

Another alternative the MTA LIRR should study alternatives which would construct a third track or increase service on the South Shore lines and the Port Washington line.

All alternatives, including the No- Build Alternative, should involve lengthening of trains or the use of double decked trains as needed and as feasible.

Purpose and Need

The MTA LIRR has not provided compelling reasons for the undertaking of such a massive megaproject. While earlier discussions of the MTA LIRR descriptions of the additional track focused upon the alleged need for increased freight traffic impacting the area, the current proposal is completely void of the evaluation or consideration of the adverse impact such freight traffic will inflict upon the neighboring communities. To the extent that so-called reverse commuters are the primary beneficiaries of this megaproject, there was not a SINGLE SPEAKER in the six public hearings who provided support for this major premise. Given that numerous speakers cast overwhelming doubt on this premise, it must be stricken from the record as being unsupported.

In addition, there are no disclosures on the number of trains and passengers that already travel within the impacted area. The Scoping Document must also consider the cumulative impact that the Hempstead and Belmont spur inflict on the area. The Scoping Document also does not identify the number of empty trains, such as work trains or deadhead trips which rumble through the target area.

The Scoping Document also takes a broad brush approach on purpose and need issues, without any analysis of whether there is any compelling need for an additional electrified third track in communities which have already accepted more than their fair share of the transportation needs of the entire region.

Description of the Proposed Action

The description of the Proposed Action is woefully inadequate. As compellingly demonstrated by the testimony of the Mayor of New Hyde Park, the Scoping Document provides the public and elected officials with virtually no guidance or specifics about the proposed action. As a result, it is difficult to comment upon something with specificity when the description itself is so vague and non-specific that it makes reasoned analysis all but impossible.

The Scoping Document proposes that its study area only extend 1000 feet from the tracks, which is unacceptable. The Federal Rail Administration Train Horn Rules to establish Quiet Zones notes that train horns can impact a normal conversation almost 8000 feet from the tracks. The Scoping Document must therefore be expanded to at least 8000 feet and not its mere 1000 feet.

The Scoping Document **should, in fact, to be required to encompass the entire population of any local government subdivision which is adjacent to the Main Line. The MTA's Downtown JFK Scoping Document, for example, utilizes large census tracts which include populations south of 14th Street in Manhattan, rather than 1000 feet from the World Trade Center site. A similar "wide net" approach should also be utilized within the Scoping Document at issue.**

Analytical Framework

The Draft Scoping Document makes NO ATTEMPT to provide an analytical framework upon which to comment. The Scoping Document should be required to assess the environmental impacts of all alternatives in accordance with NEPA and FTA regulations. The Scoping Document and the environmental review process should also satisfy the requirements of the New York State Environmental Quality Review Act (SEQRA) in addition to any more stringent federal provisions.

To fully assess the future effects of the Alternatives, the Scoping Document should consider a number of analysis years, including but not limited to those within each phase including specifically: construction-period; opening year; and design year. The framework for these analysis years is described below:

· **Construction Period:** The Scoping Document must consider the potential environmental effects of construction. A qualitative analysis of the construction period must be conducted and where site-specific issues may arise such as potential

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exposure to hazardous materials, effects to historic or archaeological resources, or utility relocation, and the potential impacts will need to be disclosed. A quantitative analysis of a reasonable, "worst-case" construction conditions must also be conducted. This analysis will characterize potential impacts including those to transportation, air quality, and noise during the peak construction period.

· **Opening Year:** In consideration of potential cumulative effects, an analysis of opening year conditions should be included in the Scoping Document.

· **Design Year:** Typically, the analysis of impacts associated with transit facilities anticipates future conditions at a period of 20 years after its initial operation, also known as the design year. The design year varies from the initial year of operation because it anticipates future development that might increase transit demand and behavioral changes that may result in varied patterns of travel. The selection of the design year will take into consideration other transportation projects, including but not limited to: the East Side Access Project; the Downtown JFK Link Project; the Pilgrim Intermodal Freight Project; the Port Jefferson Line Railyard Project, and regional forecasts, including those prepared by the New York Metropolitan Transportation Council (NYMTC), the region's metropolitan planning organization.

It is further urged that the guideposts, such as the following, be established upon which the megaproject can be evaluated:

5 May 2005 – The baseline day from which to establish the "before" picture of the proposed impact area. This is the date that the MTA LIRR unleashed its Scoping Document upon its notice and publication in the Federal Register. As a result of this notice alone on this date, the impacted communities have had to begin dealing with the "ripple effects" the proposed megaproject has already caused. Therefore, much like September 10, 2001 is frequently cited as a "before" guidepost of our world in general, so too should 5 May 2005 be utilized as a "before" picture of the microcosm of the world impacted by the proposed megaproject.

6 May 2007 – The two year anniversary of Federal Notice. It is anticipated that the effects of the proposed plan in and of itself can be evaluated.

6 May 2009- The fourth year anniversary of the Federal Notice. It is anticipated that the construction phase of the megaproject could be underway and the impact of construction can be evaluated.

6 May 2011- The sixth year anniversary of the Federal Notice. It is anticipated that this could be the "peak" of intense construction in phase one of the megaproject and the impact of the "peak construction in phase one" be evaluated.

6 May 2013- The eighth year anniversary of the Federal Notice. It is anticipated that this could be reflective of the winding down of the so-called "phase one" of the megaproject, yet the "gearing up" of "phase two" of the megaproject and the impact of the interim period when phase one is completed and phase two is underway. In

addition, the MTA's East Side Access Project is projected to be completed thereby placing additional burdens and strains on the targeted neighboring communities.

6 May 2015- The tenth anniversary of the Federal Notice. It is anticipated that this could be the "peak" of intense construction on phase two of the megaproject and the impact of the "peak construction in phase two" be evaluated.

6 May 2017 –The twelfth anniversary of the Federal Notice. It is anticipated that this could be reflective of the winding down of the so-called "phase two" of the megaproject, yet the full implementation of operational and train traffic increases have not yet matured.

6 May 2025- The twentieth anniversary of the Federal Notice. It is anticipated that this could be reflective of the full implementation of all operational and train traffic growth at its matured point.

By setting and studying such bench mark dates, which can be altered to reflect the MTA LIRR's expertise and knowledge of the most likely date that these milestones will take place, the megaproject can be more properly and fully evaluated. As currently proposed, the Scoping Documents is woefully deficient in making any serious attempt to segregate and isolate the different phases and impacts that the megaproject will have.

Adverse Growth-Aspects of the Proposal

The evaluation of these issues must be undertaken. Particular attention must be provided to the potential "urbanization" of the currently "suburban" communities within the 11.5 mile target zone area communities.

Aesthetic Resources

The Scoping Document needs a separate section on the Aesthetic Resources and considering potential changes to the visual character of the surrounding communities.

Air Quality

The Scoping Document does not adequately address the Air Quality impact of this megaproject. This includes the construction phase as well as the introduction of additional diesel train traffic, especially freight train traffic with multiple air polluting engines. The evaluation of these issues must be undertaken.

Alternatives

The evaluation of these issues must be undertaken. This should include other modes of transportation including automobile, public transportation vehicles, marine and the construction of roads, bridges or tunnels to improve or relieve the congestion within the 11.5 mile target zone area communities

Alternatives Studies Information

The evaluation of these issues must be undertaken

Archaeological Resources

The Scoping Document must identify such areas within the impact zone.

Architectural Historic Resources

The Scoping Document does not adequately evaluate the unique architectural historic resources in the potential impact area. There needs to be special provisions to ensure that older buildings and facilities are not undermined due to the increased construction, vibrations or noise. In Floral Park this includes the Village Hall, the Village Library and the Atlantic Avenue Fire Station

At Grade Railroad Crossings Elimination

The Scoping Document does not adequately describe the implementation of eliminating or closing at grade railroad crossings. While the Scoping Document identifies a handful of proposed railroad crossings that will be eliminated or permanently closed, it does not describe the specific methodology which will be utilized to fulfill the goal, including but not limited to the seizure or condemnation of specific property. The Scoping Document must identify whether such crossings will be raised or lowered at grade, or a combination of both. If the project requires that the railroad track grade not be raised no greater than at a three percent grade, then a complete analysis of the impacts, especially the potential retaining walls or buffer areas that will required, must be described in particular detail.

The Scoping Document is deficient in mandating that the grade crossings elimination is not identified as the highest priority within the megaproject. In fact, the Scoping Document infers that the crossing eliminations may not even be completed, which is completely unacceptable. The Scoping Document should require that the

implementation or addition of an additional electrified track can only be undertaken AFTER at grade crossings are eliminated.

Community Disruptions

The Scoping Document needs to address all temporary and secondary effects associated with construction and operations of all aspects of the proposed megaproject that are implemented which could potentially affect adjacent neighborhoods and communities. The Scoping Document needs to provide an evaluation of the potential for cumulative impacts to occur to neighborhoods as well as the impacts due to construction phasing.

Community Facilities and Services

The Scoping Document does not adequately identify or evaluate the many community services that will be impacted. In Floral Park alone, testimony demonstrated severe and significant adverse impacts include but are not limited to: Schools; Fire Protection; Police Protection; Emergency Response; Traffic; Village Courts; Public Assembly; Library; Parking; Commerce; Traffic; Recreation; Baseball Fields; Pool; Pedestrians; Refuse; Water; Natural Resources; Trees; and, Crime.

The Scoping Document must identify every Community Facility and Services impacted during each and every milestone point in time. These include community facilities/institutional uses such as schools, hospitals, police stations, firehouses, recreational areas, churches, pedestrian walkways, nature preserves, etc. This analysis should include the heaviest construction phase in each specific location, and the short term and long term impacts.

Community Outreach and Involvement

The Scoping Document is woefully inadequate to identify or evaluate the level of neighboring community opposition or support for the megaproject. Having a sincere community outreach program for active community input requires the sponsors to provide concise information, clear goals, the setting of priorities within the Scoping Document, a completely transparent disclosure and decision making process and a full, open and robust public debate of all aspects of the proposal.

Public meetings must be scheduled at mutually convenient times and locations throughout the potential study area including locations in close proximity to each passenger station within the study area. It is important that the sponsors obtain a consensus among local elected representatives prior to the scheduling of such presentations and meetings within their community. The citizen involvement at every public meeting or presentation should include open question and answer sessions, and

the sponsor management should not be allowed to conduct public meetings at which no responses are provided to participating citizens.

The guiding principal must be that the citizens are entitled to be informed of the potential consequences to their neighboring communities with specificity and with full and fair disclosure. The sponsors must operate under the guiding principal of full disclosure and information and not be permitted to conduct themselves in silence or secret. The citizens have an overriding right to know, rather than being left by the sponsors to guess or rely upon incorrect information or even unsubstantiated rumors.

Construction Impacts

The Scoping Document does not adequately address the Construction Impacts of this megaproject. The Construction Impacts evaluation must be done on a continuous mile by mile basis. What the Construction impacts on Bellerose and Floral Park are completely different than what is experienced in New Hyde Park, Garden City or Mineola. The Construction Impacts must evaluate whether the grade crossings are or are not eliminated.

The Construction Impacts must include the identification of Construction equipment which will be used; where it will be stored; and what Construction staging areas will be required, including the parking for construction workers and equipment that will be needed. If any streets are to be closed or impacted by Construction, that must be evaluated. Consideration should be given to providing local businesses and workers with preferential treatment in both their retention and their supplying of goods and services.

The Construction Impacts must also include the temporary or permanent closure of current pedestrian and road right of ways, including, by way of examples, the pedestrian walkway near the Floral Park Bellerose School, the pedestrian walkway near the Floral Park Recreation Center and the automobile passageway on Tanners Pond Road in Garden City. The evaluation of these issues must be undertaken.

Cumulative Impacts

The Scoping Document needs to have an extensive section on the Cumulative Impacts that may result from the proposed megaproject, especially on each individual neighboring community. This cannot be myopically viewed in a vacuum, without regard to the adverse impacts already afflicting the neighboring communities, including aircraft traffic, automobile traffic, and major congregating facilities including the Jamaica Transportation Hub, Belmont Park, Franklin Avenue Nassau County government area, Roosevelt Field, Nassau Coliseum, Eisenhower Park, the heavily congested Old Country Road area, as well as the Route 106 Broadway Mall area. The megaproject must also evaluate its potential impact in conjunction with other projects being planned,

to avoid the possibility of an otherwise isolated and myopic point of view governing the Scoping Document. Secondary impacts ("growth inducing impacts") resulting from the implementation of the sponsors' proposed megaproject must also be fully assessed.

Disclosure Issues

The MTA LIRR's attempts to provide for a full and responsive public disclosure have been woefully inadequate. The six Scoping Document meetings, for example, were not aired by the MTA LIRR on the public airways, either television or radio, and the transcript of these meetings were not been made available for free to the public during the public comment period ending on August 31, 2005. Although the Scoping Documents incorporates by reference many previously prepared documents, some as stale and outdated as 1988, these referenced documents were not attached to the documents mailed or made available to the public on the MTA web site during the public comment period.

It was also not generally known only until well after the public meetings were concluded, that mercury contamination by the MTA LIRR is present within the study area. The failure of the MTA LIRR to fully disclose this information within the Scoping Document or during the public meetings is a serious omission and failure to disclose by the MTA LIRR. The credibility of the completeness or accuracy of the MTA LIRR information is therefore to be questioned.

The MTA LIRR did, however, see it fit to demand that members of the public pay the MTA LIRR for documents relating to the megaproject. The Scoping Document and the conduct of the MTA LIRR should be governed by a guiding principal of full disclosure, including the prompt free availability of such documents and information being promptly disclosed and available on the MTA web site.

Displacement and Property Acquisition

The Scoping Document is woefully inadequate in identifying with particularity the potential temporary and permanent displacement and property acquisition which may take place. The MTA LIRR has already effectively placed adjacent landowners under the dark cloud of the threat of imminent eminent domain takings.

Adjacent landowners must be provided "most favored nation" status, wherein the MTA LIRR must agree to treat every similarly situated landowner equally and fairly. This includes a completely transparent and open negotiation process, in order to avoid uninformed and unfair negotiations. The MTA LIRR must encourage adjacent land owners to obtain independent legal advice and agree to reimburse them for any

resulting legal fees. The MTA LIRR must also expeditiously identify and confirm which adjacent property is NOT at risk for potential displacement and acquisition.

Electro Magnetic Fields

The Scoping Document needs to have a section which will identify the nature of Electric and Magnetic Fields associated with the existing third rail and whether the megaproject will result in any increase in exposure to those EMF's.

Energy and Utilities

The Scoping Document does not adequately address the Energy and Utilities usage impact of this megaproject. The Scoping Document should be required to identify the impact on any sewage, electrical, water, telephone, cable television, cellular telephone sites or any other potentially impacted infrastructure throughout the 11.5 mile target zone before the megaproject is commenced. There will be potential for relocations of existing utilities and an increase and added strain on the local power grids and facilities that obviously must be addressed. The Scoping Document should also incorporate the removal and burying of adjacent overhead power lines as part of the megaproject. The evaluation of these issues must be undertaken.

Freight Operations

While earlier MTA LIRR descriptions promoting an additional track focused upon the alleged need for increased freight traffic impacting the area, the current Scoping Document is completely void of the evaluation or consideration of the adverse impact such freight traffic will inflict upon the neighboring communities. The introduction of additional diesel freight train traffic, especially with its added noise and vibration from freight cars and engines, is of particular concern and must be addressed.

The Scoping Document must also assume that the proposed Cross Harbor Freight Tunnel and the Pilgrim Intermodal Freight Projects are implemented, and what the potential impact of such other known projects would be in conjunction with this Scoping Document. It is noted, in particular, that the Pilgrim Intermodal Freight Project specifically calls for unrestricted Trailer on Flatcar/Container on Flatcar (TOFC/COFC) clearances on the Main Line and "UNRESTRICTED OPERATING WINDOWS" usage on the LIRR's tracks. All other issues aside, the Scoping Document references to "operational flexibility" must explicitly EXCLUDE any expansion of the current operational hours of freight traffic permitted on the Main Line. Freight train traffic must continue to be permitted only during non-rush hour time periods.

The Scoping Document is seriously deficient in not honestly addressing freight related issues. The only way it could be removed from consideration, however, is the irrevocable stipulation in perpetuity that an additional track can NEVER be allowed to be used for by freight train traffic, much like the left hand lane of the Long Island Expressway or the Grand Central and Northern State Parkways, which PROHIBIT their use by all commercial and trailers.

Hazardous Materials

The Scoping Document does not address the Hazardous Materials which will be present or introduced into the impacted communities. According to just released information, for example, the MTA LIRR admits that there is mercury already present on its various power substations due to unsafe business practices. The Scoping Document also does not address the potential Hazardous Materials which may be encountered during the construction phase of the megaproject.

An evaluation must also be undertaken determining if there will be any particular Hazardous Materials that the MTA LIRR will or will not allow to be transported on its proposed additional track, including but not limited to radioactive material, garbage or municipal refuse. In addition, the current agreement in effect within Queens which prohibits the movement of waste materials on the Main Line, including radioactive waste, must be extended to the entire 11.5 mile study area by way of a permanent irrevocable prohibition. The Scoping Document must evaluate the effects of all the activities arising from an additional electrified track on the surrounding environment, including on soil and groundwater conditions, and identify measures to be implemented to prevent any adverse impacts. The Scoping Document must address Hazardous Materials, in all forms.

Independent Verification and Review

The Scoping Document fails to provide for the independent verification and review by qualified experts and consultants on behalf of adjacent political subdivisions to ensure that the megaproject is subject to proper review. This includes, but is not limited to, independent auditors, environmental experts, economic experts, engineering experts, legal experts, transportation experts and others who should be available to provide knowledge and expertise like that of those maintained or retained on behalf of the sponsors. To the extent that the sponsors maintain or retain the services of experts and consultants in conjunction with the megaproject, the sponsors should encourage and fully reimburse adjacent political subdivisions to maintain or retain the services of similarly situated experts and consultants. This includes, but not limited to, experts and consultants knowledgeable in relation to the various issues addressed within the sponsors' proposed Draft Environmental Impact Statements.

Infrastructure

The Scoping Document does not adequately address what Infrastructure in the adjacent communities will be impacted by the megaproject. This should include the area of every political subdivision, and should not be limited to the woefully inadequate proposed 1000 foot study area.

Irreversible and Irretrievable Commitments or Destruction of Resources

The evaluation of these issues must be undertaken. Particular attention must be provided to the potential destruction of resources which may be impaired or destroyed as a result of the implementation of any Build alternative. This includes the destruction of mature trees and vegetation which is already established and present within the target zone.

Land Use, Zoning, and Public Policy

The Scoping Document does not adequately address land use, zoning or public policy considerations. It does not identify the particular land that will be impacted and completely ignores or minimizes the public policy issues.

The Scoping Document must do a complete block by block analysis of the current land uses and zoning in the impact zone and public policy considerations require that the sponsors hold hearings in conjunction with each adjacent political subdivision to address the public policy issues specifically impacting each particular political subdivision, including for example, the incorporated villages of Bellerose, Floral Park, New Hyde Park and Mineola, among other political subdivisions.

Lighting

The Scoping Document does not address the overhead and ambient lighting impact of this megaproject. This includes the construction phase as well as the introduction of additional overhead lighting, especially in the train station areas with multiple overhead lighting needs. This should include the complete replacement of lighting with downward directed fixtures and the inclusion of natural lighting. The evaluation of these issues must be undertaken.

Local Tax Base

The Scoping Document needs a separate section on the tax base related impacts on all taxing authorities including local school districts that may result from the proposed megaproject. This includes the full analysis of the current taxing authorities within each adjacent political subdivision and the potential loss of tax revenues, including those due to the condemnation of land or the decrease in property values. The MTA LIRR should provide guarantees and "in kind" payments and financial assistance to potentially negatively impacted political subdivisions and school districts.

Mitigation Measures: First and Foremost

Mitigation measures must be given the highest top priority and be implemented and completed BEFORE any other activities are undertaken. In this way, the potentially adversely affected areas will already have the appropriate mitigation measures in place prior to the adverse impacts actually taking place. By way of example, in Floral Park, the mitigation measures relating to the schools, public library, fire stations, recreation center, pedestrian walkways, or station parking areas must be completed prior to the first construction activity. Mitigation Measures must also be completely funded and completed whether or not the anticipated adverse impact activity itself actually takes place.

Specific and detailed mitigation measures need to be developed and implemented as part of each issue addressed within the Scoping Document. This information should also be summarized with particularity on a community by community basis within a separate section. This section must identify all the potential adverse impacts and describe with detail and particularity the mitigation measures proposed to minimize or avoid them wherever possible. Where adverse impacts are identified, mitigating measures will need to be described. Mitigation strategies to be explored should include:

- Impact avoidance (e.g., through design modifications, especially through the use of construction methodologies and technologies that reduce environmental impacts);
- Impact minimization (e.g., through changes in design or through buffering of the impact, either by physical means or through coordination); and
- Impact mitigation (e.g., through replacement or relocation).

Principles of environmental construction management and resource protection such as New York City Transit's Green Design for the Environment Guidelines (2002) and Long Island Rail Road's Sustainable Design/Design for Environment - Generic Guidelines

(March 2003), developed pursuant to New York State Executive Order 111 "Green and Clean" should be considered for incorporation into the alternatives.

Natural Resources

The Scoping Document does not address the proposed destruction and removal of the mature trees and plantings. In addition, the impact on the air, water and ground natural resources must also be conducted.

Neighborhood Character

The Scoping Document does not address the potential that the megaproject will significantly contribute to the "urbanization" of a currently suburban community. The megaproject will significantly impact a residential area with the introduction of many "urbanization elements" including destruction of natural buffers, increased train traffic and potentially unsightly retaining walls. The Scoping Document must study each area street by street and block by block. What the impact may be in Floral Park could be significantly different than that which takes place in Hicksville.

Night time Activities

The Scoping Document does not address the Night Time impact of this megaproject. Given that the MTA LIRR asserts that it is currently maximizes its track operations during its rush hours, it is anticipated that it will utilize a disproportionate amount of off hour and night time construction operations. This requires an even higher degree of sensitivity in order to avoid negatively impacting neighboring communities during times that the quiet enjoyable of their homes is at its highest level. This is particularly true during the construction phase and all the other milestone points as well with the introduction of additional train traffic, especially projected increases in both commuter and freight train traffic. Night time activity generated in residential and other sensitive areas, such as within hospital zones during weekend and night hours, is an important concern that must be studied and addressed.

Noise and Vibration

The Scoping Document does not adequately address the Noise and Vibration impact of this megaproject. This includes the construction phase and all the other milestone points as well as the introduction of additional diesel train traffic, especially projected increases in both commuter and freight train traffic with added noise and vibration from cars and engines. Noise and vibration generated in residential and other sensitive

areas, such as within hospital zones during late night hours must be an important concern.

The Scoping Document should address the implementation of FRA Train Horn Rules Quiet Zones through the entire 11.5 mile corridor. This includes operational changes such as elimination of the current practice of sounding train horns when traveling through stations, especially those in Floral Park, Bellerose and eastern Queens.

The Noise and Vibration evaluations must be done on a continuous mile by mile basis. What the Noise and Vibration impacts on Bellerose and Floral Park are completely different than what is experienced at a grade crossing in New Hyde Park, Garden City or Mineola. The Noise and Vibration must evaluate if the grade crossings are or are not eliminated. The Noise and Vibration must include the inclusion of trains traveling on the Hempstead line through Floral Park, Bellerose and eastern Queens. The evaluation of these issues must be undertaken.

Distance to residential and sensitive land uses must be taken into account in a comprehensive screening assessment. Existing noise levels should be monitored within multiple locations within each adjoining political subdivision, with the proposed megaproject's noise levels being predicted at each such location. Service conditions associated with the alternatives need to be analyzed to determine if they would result in increases in noise (air- or ground borne) at existing or future sensitive receptors in proximity to the MTA LIRR right-of way.

Noise levels during construction from the generation of temporary power, demolition activities, and use of construction equipment need to be assessed for the potential to create impacts on nearby neighborhoods. This analysis should occur in accordance with established FTA procedures for transit noise and vibration assessment along with other criteria established by the MTA LIRR and/or the State of New York. The transit noise and vibration assessment should also consider local ordinances as appropriate for the determination of potential future impact and the need for mitigation features, including the implementation of local Quiet Zones.

Open Space and Recreation

The Scoping Document does not adequately attempt to identify or evaluate the community open space and recreation that will be impacted. In Floral Park alone, testimony demonstrated severe and significant adverse impacts include but are not limited to: Recreation; School Playing Fields; Baseball Fields; Roller Rink; Community Center; Tennis Courts; Basketball Courts; Play Fields; Soccer Fields; Lacrosse Fields; Volleyball Courts; Shuffle Boards; Pool; Barbeque areas; Pedestrian Walkways; Natural Resources; Trees; and, the Mature Natural Canopy on the MTA LIRR right of way

Operating Restrictions and Regulations Established In Perpetuity

The Scoping Document needs to identify and describe Operating Restrictions and Regulations which firmly establish the rules governing the use and operations within the 11.5 mile main line corridor. These include any promises and representations made by the sponsors in the Scoping process. By way of example, representations have been made that there are no plans to close any of the train stations within the 11.5 mile study area. This representation must be required to be guaranteed in perpetuity. There have been representations made that freight service will operate only during non-peak times. This representation must be required to be guaranteed in perpetuity. The sponsor has already agreed not to transport hazardous waste through Queens without permission, which should be extended to encompass the entire 11.5 mile study area and be required to be made in perpetuity.

The Scoping Document needs to identify and describe any guaranteed increases in service or prohibit any further service reductions for the stations within the 11.5 mile study area. For example, while Floral Park had approximately 100 trains stopping to provide service in the early 1960s, that service has steadily decreased to about 41 scheduled trains. Therefore, guarantees must be provided that there will be substantial increases in service in conjunction with the increase in the number of trains utilizing the study area. For example, there should be operating regulations in perpetuity that all additionally scheduled trains utilizing tracks within the 11.5 mile study area must make stops at stations within the study area. The Scoping Document should require that the adversely impacted communities receive in perpetuity more service as a result of an additional track, and under no circumstances, any less service.

Parking Analysis

The evaluation of these issues must be undertaken.

Parkland

The Scoping Document needs to identify and describe impacts with a separate section on the impact on Parkland. Parkland includes any natural or bird sanctuary areas, including but not limited to the Garden City Bird Sanctuary on Tanners Pond Road.

Pedestrian Analysis

The evaluation of these issues must be undertaken.

Police and Emergency Response Responsibilities

The MTA maintains its own full time police force, which must be utilized to the greatest possible extent, in order to minimize and eliminate the need for neighboring communities to divert limited public safety assets to the megaproject. The MTA must maintain its own constant police presence wherever activity relating to the megaproject takes place. The MTA must also maintain its own emergency response medical presence, in order to avoid the potential for demanding that community medical emergency volunteers be called away from their homes and businesses to attend to medical needs arising from the megaproject. Should non-MTA police and emergency responses take place, the MTA must agree to fully reimburse local communities for any related costs.

Projections and Estimates Validity

The Scoping Document contains numerous projections and estimates which have no basis in fact. The Scoping Document must identify with particularity the basis upon which each such projection and estimate has been provided. In particular, given that MTA LIRR ridership peaked in 1949, during the time that it was able to function with two main tracks, the projection that 120,000 new jobs will be created on Long Island and that a significant number of them will rely upon the MTA LIRR is unproven.

Public Advocate and Grievance Procedures

The Scoping Document does not address the establishment of a permanent public advocate, community liaison or ombudsperson to address issues arising from the megaproject. There should be explicit provisions made for providing an avenue and standardized procedures to expeditiously resolving the concerns or disputes of impacted citizens within the neighboring community. This should also include the use of voluntary local community based mediation facilities to be established and maintained by the sponsors until the megaproject is completely finished. The facilities should include well publicized convenient toll free dedicated telephone lines and web access maintained by the sponsors to provide ready and easy access to such services.

Public Health

The evaluation of these issues must be undertaken. The analysis needs to consider the currently present and potential health issues that might be raised by the presence of the current tracks as well as an additional track. This includes the potential exposure to hazardous materials which but for the megaproject would remain in place and

undisturbed, including but not limited to soil containing mercury or PCB's already present within the MTA LIRR right of way.

This evaluation should also include the mental health implications due to the stress and potential displacement of local residents, including the utilization of community based mental health outreach programs, especially for children and senior citizens whose lives may be disrupted by the megaproject.

Public and Agency Participation

The MTA LIRR's efforts for full and active Public Participation have been woefully inadequate. The six Scoping Document meetings were void of any question and answer periods. The President of the MTA LIRR failed to make a presentation of any sort during these meetings. Although the MTA LIRR promised to hold public meetings, there is no information on its web site informing the general public of where and when such other public meetings have been scheduled to take place. Public meetings should be regularly scheduled within every impacted community with as large of participation of the community as is possible. The MTA LIRR has even demanded that interested members of the public pay the MTA LIRR for documents relating to the megaproject. The MTA LIRR has also failed to publish the full transcript of the Scoping meetings prior to the close of the comment period of August 31, 2005. The public's participation has been impeded by the actions of the MTA LIRR, which appears to be frustrating at least the spirit and legislative intent of public participation requirements.

The preparation of the Scoping Document and EIS should be guided by a Technical Advisory Committee (TAC) comprised of representation based upon the participation and providing of testimony at the Scoping Meetings. The TAC must include representatives from every political subdivision potentially impacted by the megaproject. The mayors from each affected community must be provided membership on the TAC along with at least one other elected official from each such political subdivision, a government official from each such political subdivision as well as a member from the general public from each such political subdivision. There should also be membership provided to New York City Community Board 13. There should also be membership provided to each state legislator and state senator whose district is within the proposed 1000 feet study area. TAC membership need not be extended to include representatives of special interest groups or reverse commuters, given their failure to demonstrate any interest in the process, as evidenced by the fact that no reverse commuter even provided testimony during any of the six public Scoping meetings.

The TAC agency participation should include members from the MTA LIRR, the NYC Departments of City Planning and Transportation, the New York State Departments of Transportation and Environmental Conservation being offered membership on the TAC. Federal resource and agencies which should be invited to participate include the

Federal Homeland Security Agency, the Federal Aviation Administration, the Federal Transit Administration, the National Highway Traffic Safety Administration, the Volpe National Transportation Systems Center, the Federal Railroad Administration, and the Environmental Protection Agency. A Public Advisory Committee (PAC) comprised of elected officials, interested individuals and representatives of community organizations and advocacy groups can also be established to widen the Public and Agency Participation.

Revitalization

The Scoping Document does not adequately address what particular Revitalization efforts will be associated with its megaproject. What particular proposed upgrading and improvement of its facilities, including its stations, parking, public address systems, public train schedule monitors, platform access, elevators, walkways, escalators and other facilities are completely unknown. What Revitalization efforts will be undertaken in neighboring business and public areas are also completely unknown.

Ridership

The Scoping Document should develop and implement transportation modeling to determine current and future ridership levels in the megaproject study area for both eastbound and westbound commuters at all service times, including the Hempstead and Belmont spur lines. This should include the current passenger and trip usage with specificity to each such regularly scheduled train as well as unscheduled train trips. The ridership models need to specifically identify and to take into account verifiable and regionally accepted and recognized forecasts of population, labor force and employment including but not limited to those prepared by the New York Metropolitan Transportation Council (NYMTC).

Safety and Security

The Scoping Document needs a separate section on the Safety and Security impacts that may result from the proposed megaproject. This analysis needs to describe with particularities the measures to be taken to safeguard the safety and security of the entire 11.5 mile corridor, including the surrounding communities. This includes the full analysis of vulnerabilities to potential terrorist acts as have taken place in Madrid and London.

Shadows

The addition of another track will result in increased shadows. There has been no discussion of the retaining walls, where they will be located, how high they will be; what they will look like; what they will be made of; will they encourage the roosting of pigeons like the MTA LIRR's current facilities; or, how many trains will rumble through the area causing additional shadows. The Scoping Document must also evaluate whether or not retaining walls will be constructed and factor the impacts of a retaining walls or no retaining walls alternatives.

Significant Adverse Impacts

There must be a finding that there will be Significant Adverse Impacts, both of a certain length of time and permanent, which will result from the proposed Scoping Document. The Scoping Document needs to have an extensive section on the Significant Adverse Impacts that will result from the proposed megaproject, especially on each individual neighboring community. This cannot be myopically viewed in a vacuum, without regard to the significant adverse impacts potentially affecting the neighboring communities, including all of the issues which are identified, including those discussed herein. The Scoping Document's current suggestion there will be no significant adverse impacts either in the short term or the long term is simply incorrect.

Socioeconomic Conditions

The Scoping Document makes almost no attempt to evaluate the socioeconomic conditions. It does make unsupported statements that the megaproject will encourage young residents to stay in the area. What area is it referring to? It states that property values will increase. Which property is it referring to? It states that businesses will grow. Which businesses will grow, as virtually all of the testimonies by local business owners believe there will be a decline or even an elimination of business?

For example, in Floral Park, the socioeconomic impact of the potential loss of the only provider of essential funeral services for a community of 16,000 residents should be addressed.

The Scoping Document must address the socioeconomic conditions with specificity. If adjacent landowners and businesses experience a decrease in property values, it must be addressed. The MTA LIRR must identify which particular businesses will grow and

where they are located. If the MTA LIRR asserts that young residents will be encouraged to stay in the area, then the increase in MTA LIRR fares and cuts in service could discourage young residents from staying in the area.

Sound and Light Barriers

The addition of another track will result in the need for sound and light barriers. There has been no discussion of the use of sound and light barriers, where they will be located, how high and wide they will be; what they will look like; what they will be made of; will they encourage the roosting of pigeons like the MTA LIRR's current facilities; or, how many trains will rumble through the area causing additional sound.

The MTA's Port Jefferson Line Yard study, for example, studied the use of sound absorbing berms with mature evergreen plantings. Ironically, the current Main Line already has mature evergreen plantings which should be preserved rather than destroyed. The Scoping Document must also evaluate whether or not sound and light barrier walls will be constructed and factor the impacts of sound and light barriers or no sound and light barrier alternatives.

Suburban Design and Visual Resources

The Scoping Document does not address the potential the megaproject will significantly contribute to the "urbanization" of a currently suburban community. The megaproject will significantly impact a residential area with the introduction of many "urbanization elements" including destruction of natural buffers, increased train traffic and potentially unsightly retaining walls.

Traffic and Parking

The Scoping Document does not address the local Traffic and Parking usage impact of this megaproject. There will be an increase and added strain on the local traffic patterns and parking facilities that obviously must be addressed. The evaluation of these issues must be undertaken, and should include a station by station, community by community evaluation. Once again, the milestone event and dates should be required. This includes the projected increases or even decreases in train traffic and train service to each and every station. If any station is potentially closed, this must also be evaluated, and if so, what the increased load of traffic and parking could have on the stations remaining open.

For example, an analysis must be undertaken as to the practical impact and legality that MTA/LIRR's project will have on the various parking facilities that are the subject of

the thirty (30) year "Long Island Rail Road Parking Program Agreement for Floral Park Station," which was entered into by MTA/LIRR and Floral Park on April 1, 2003.

Traffic Analysis

The evaluation of these issues must be undertaken.

Transit and Pedestrians

The Scoping Document does not address the local Transit and Pedestrian usage impact of this megaproject. There will be an increase and added strain on the local pedestrian traffic patterns and associated transit interconnections that obviously must be addressed. The evaluation of these issues must be undertaken, and should include a station by station, community by community evaluation. Once again, the milestone event and dates should be required.

This includes the projected increases or even decreases in train traffic and train service to each and every station. If any station is potentially subject to an increased bus or other transit traffic, this must also be evaluated, and if so, what the increased transit traffic could have on the stations and the surrounding communities. The Scoping Document must also assume that the proposed Nassau Hub Project and the Pilgrim Intermodal Project are implemented, and what the cumulative impact of such other known projects, if implemented, would be in conjunction with this megaproject.

Transit Analysis

The evaluation of these issues must be undertaken.

Transportation

The Scoping Document does not address the effects the new rail could have on transportation, including parking and traffic, as well as potential interconnections of the present MTA LIRR stations with additional bus and/or intermodal connections. Based on projections of increased train traffic anywhere from 25 percent to almost 50 percent rumbling through the impacted communities or other such potential changes in service, the analysis needs to consider the impacts to local roadways and parking capacity of MTA LIRR passengers driving to and parking near affected rail stations

It will also need to evaluate the localized effects on vehicular traffic that might occur because of new trains being added, MTA LIRR lines being eliminated or consolidated, changes in roadway operations resulting from the megaproject, and changes in operations and/or safety at nearby at-grade crossings that are not eliminated, including but not limited to the at-grade crossing on Covert Avenue on the Hempstead line.

There will be an increase and added strain on the local pedestrian traffic patterns and associated transit interconnections that obviously must be addressed. The evaluation of these issues must be undertaken, and should include a station by station, community by community evaluation. Once again, the milestone event and dates should be required.

This includes the projected increases or even decreases in train traffic and train service to each and every station. If any station is potentially subject to an increased bus or other transit traffic, this must also be evaluated, and if so, what the increased transit traffic could have on the stations.

The Scoping Document must also assume that the proposed East Side Access, JFK Downtown Link, Cross Harbor Freight Tunnel, Nassau Hub Project and the Pilgrim Intermodal Projects are implemented, and what the cumulative impact of such other known projects, if implemented, would be in conjunction with this megaproject.

Trip Generation

The evaluation of these issues must be undertaken. The evaluation must with specificity identify the current amount of usage of each particular regularly scheduled transverse of the present train tracks, including the number of freight and train cars and passengers on each such trip.

The evaluation should provide a full disclosure of the ultimately projected passenger and freight traffic, including the assumption that the East Side Access Project, the JFK Downtown Link Project; Cross River Trans-Hudson Freight Tunnel Project, the Pilgrim Freight Intermodal Project, the upgrading of tracks for increased weight and the elimination of any height restrictions for freight cars, unrestricted freight access to the Main Line are all implemented.

In short, assuming the MTA obtains all of its proposed transportation infrastructure needs over the next 20 years, what the impacts will be on this particular 11.5 miles of communities on the Main Line corridor must be evaluated.

Unavoidable Adverse Impacts

FLORAL PARK THIRD TRACK TASK FORCE
DRAFT SCOPING DOCUMENT COMMENTS
AUGUST 30, 2005

There must be a finding that there will be Unavoidable Adverse Impacts, both of a certain length of time and permanent, which will result from the proposed Scoping Document. The evaluation of these issues must be undertaken. The goal of the megaproject, however, is to AVOID adverse impacts at any reasonable cost, with priority given to neighboring property and communities over the potential inconveniences to non-residents or remote non-adjacent communities, such as those outside of the identified 11.5 mile target zone area.

Water Supplies, Solid Waste and Sanitation Services

The Scoping Document does not adequately address the Water Supplies, Solid Waste and Sanitation Services impact of this megaproject. The evaluation of these issues must be undertaken.

FLORAL PARK THIRD TRACK TASK FORCE
DRAFT SCOPING DOCUMENT COMMENTS
AUGUST 30, 2005

CONCLUSION: INADEQUATE & INCOMPLETE SCOPING DOCUMENT

The current Scoping Document is a woefully inadequate and incomplete Scoping Document. Given the MTA has been responsible for a significant number of past, present and future Scoping Documents, our public servants at the MTA LIRR have a duty and obligation to give their best efforts to produce the most comprehensive and complete Scoping Document that is possible. The Scoping Document should address any and all reasonable issues, including the ones noted above, which this megaproject may generate.

Please note that many of the above noted issues have been based upon information derived from various Scoping Documents already available to the MTA. Therefore any suggestions that such issues are unable to be adequately addressed by the MTA are undercut based upon the MTA's collective prior knowledge and experience.

NEC DEIS Comments - RECORD #1329 DETAIL

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

While I am in favor of expanding rail service to provide an alternative to car travel, I oppose the alternative 1 option to route a high speed train across the Connecticut River alongside the Baldwin Bridge. Alternative 3 is a better option that will serve many more communities and accommodate more passengers with less disruption to the adjacent communities, by routing the rail service through areas with more vacant land.

NEC DEIS Comments - RECORD #2098 DETAIL

Status : Action Complete

Record Date : 2/15/2016

First Name : Glenn

Last Name : McGee

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 #2665 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Summer

Last Name : McGee

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 #546 DETAIL

Status :

Action Complete

Record Date :

2/4/2016

First Name :

Paul

Last Name :

McGill

Stakeholder Comments/Issues :

As a resident of Old Lyme, CT, I am submitting testimony in opposition to the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement "Alternative 1" proposal. This action will significantly alter my livelihood and decimate my community. Impacts include potential for destruction of homes, businesses, schools, etc in the Historical District, including removal of wetlands, open space and natural resources. I request you to use alternatives, such as running the train line along/beside the existing track.

NEC DEIS Comments - RECORD #902 DETAIL

Status :

Action Complete

Record Date :

2/11/2016

First Name :

Kevin

Last Name :

McGlinchey

Stakeholder Comments/Issues :

As an Amtrak frequent traveler, while I am in favor of progress and improvements to the Northeast Corridor, the current plan will effectively eliminate the historically and culturally significant village center of Old Lyme. Please consider removing Alternate 1 from consideration.

NEC DEIS Comments - RECORD #629 DETAIL

Status : [REDACTED]

Record Date : 2/9/2016

First Name : Tracy

Last Name : McGlinchey

Stakeholder Comments/Issues :

To Whom It May Concern,

Please consider an alternate route for the high speed federal train proposed to run though our small, historic town of Old Lyme, Connecticut. I am vehemently OPPOSED to this proposed plan. It would destroy our wildlife along with many of the historic buildings in our well preserved town. This proposed railway would run by our schools located in the center of our town, clearly not the best learning environment for young minds.

Also, I am asking that you hold a public forum in or around our town of Old Lyme so residents can get first hand knowledge regarding this preposterous plan. It's my understanding there were public hearings in New Haven & Hartford, not anywhere near the town(s) being affected most.

Thank you,

Tracy McGlinchey

14 year Old Lyme Resident

[REDACTED]

NEC DEIS Comments - RECORD #1325 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Susan

Last Name :

McGrath

Stakeholder Comments/Issues :

I am opposed to putting rail service through a historical and arts centered part of Old Lyme,CT. This would affect art schools, museums and an area that draws people of all ages for entertainment and educational purposes . Please look at other alternatives to improving rail service. Our family frequently uses Amtrak between Boston and DC and understands the importance of this service. Thank you

NEC DEIS Comments - RECORD #2656 DETAIL

Status :

Not Complete

Record Date :

2/16/2016

First Name :

Brendan

Last Name :

McGuire

Stakeholder Comments/Issues :

It has come to my attention that Alternative One, the possible high speed route which would run along the coast of Connecticut, is currently the most likely to be accepted. As someone who spends a large part of each year living and working in that area, I am concerned about the impact of such an undertaking. As I understand it, the route would have to pass right through the town of Old Lyme, an area of significant historic, scenic, cultural, and environmental significance. If the new high-speed route would follow the existing Amtrak line, I would not see a problem, but as it is likely that Old Lyme's historic district and the ecologically important Connecticut River's mouth area would be threatened, I strongly recommend that the inland route, which would serve Danbury, Waterbury, and Hartford, be reconsidered instead. Thank you for your attention.

NEC DEIS Comments - RECORD #481 DETAIL

Status : Action Completed

Record Date : 2/1/2016

First Name : Carolyn

Last Name : McGuire

Stakeholder Comments/Issues :

I am opposed to Alternative 3 - The Long Island option. This option will ruin the village of floral park, destroy many businesses and demolish homes. It is also extremely expensive.

RUBY SEIGEL: Thank you. Okay. Yes. I see a hand in the crowd. All right. Come on up. Just make sure you give us your name and affiliation so we know who you are.

BOB MCGURK: Could we bring up pages 13 and 14 of the atlas, map atlas?

RUBY SEIGEL: I actually don't have the ability to do that.

BOB MCGURK: Okay.

RUBY SEIGEL: But you're welcome to give comment, and we're welcome to talk to you about it in the other room if you like.

BOB MCGURK: Okay. Good evening. My name's Bob McGurk here on my own behalf. I'm a registered professional engineer in Delaware.

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Primarily here to talk about freight access for users on the Delmarva Peninsula and in Delaware County.

I would like to thank the Northeast corridor FUTURE Team for taking a good look at the alternatives and develop-- and paring them down and really presenting them in a very easy-to-understand format that can be easily evaluated by the general public and also by property owners and potential investors.

I do think as a taxpayer alternative 3 is a little over and above what is realistic from a financial perspective given the potential corridor capacity, but I also think the no-action alternative is disrespectful to the current users of the system.

And, you know, alternative 1 and alternative 2 are reasonable and prudent alternatives that should be considered for further development and refinement.

Regarding the alternative 1 plans

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between Perryville and we'll say the Delaware/PA line in Claymont, further expansion of the third and fourth rail along the Chesapeake connector, I think that's great. We're expanding capacity in that area. That is definitely a known chokepoint, and eliminating those chokepoints is really going to cost effectively expand passenger service for the area for the corridor.

However, some of the alternatives presented -- or some of the improvements presented in alternative 2, especially the off-alignment alternatives, really hinder potential expansion and connectors for freight rail.

We're considering investment in the

port of Wilmington, and key to that is double-stacked, 24-hour freight rail access. You know, it -- it -- there are issues when you have freight and passenger rail on the same tracks sharing -- you know, sharing time. Both freight and passengers lose efficiency. So

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providing alternate corridors for them to use, such as CSX corridor from Perryville all the way up through to Philadelphia as a dedicated freight rail corridor through there with some clearance projects through Delaware County, that corridor. And then can be double-stacked clear, and that opens up double-stack clear for CSX from Baltimore all the way on up north.

Partner that with a loop rail at -- on the property that MARC is currently considering for a maintenance yard just east of Perryville. A loop connector between Norfolk Southern Port Road and the CSX rail and a clearance project in Chambersburg could provide both Norfolk Southern and CSX double-stacked, 24-hour rail access to the Boxwood facility all the way out to Chicago. And that route for CSX through reciprocal switching would only cost them an extra ten miles rather than having to go through Baltimore, yet they can realize double-stacked access. Something that if you -- if you watch

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CSX rail going through Delaware County and through New Castle County, you know, those containers aren't double-stacked, and that's wasted dollars right there. That's wasted movements and, you know, additional cost for users, shippers, and ultimately the consumer and taxpayers.

So we'd like to see further investment in freight rail on that CSX corridor, but the -- especially along the Perryville to Newark route.

In alternative 2, it calls out for an off-alignment split from Perryville to move up to Route 40 through Northeast, and then switches over to the CSX rail up through Newark crossing back over and joining in Newark. And that -- that off-line or new segment would really hinder the use of C- -- of the CSX rail for -- for unrestricted freight access.

We'd also like to see further consideration of connectors across the Northeast corridor. Freight users in Delaware and

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Delaware County have major issues getting across the Northeast corridor, because, number one, we don't have 24-hour rail access. And, number two, we don't have double-stack access. And that can really open up opportunities economically for properties along the Delaware River, in Delaware County, New Castle County, and further down in Sussex and Kent and down the Delmarva Peninsula.

So as we move forward -- or as the Northeast corridor team moves forward with those alternatives, please consider specific access improvements for freight that enable separation of passenger and freight rail so that ultimately both freight and passenger can thrive.

Thank you.

NEC DEIS Comments - RECORD #1858 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Eileen
Last Name : McInerney
Stakeholder Comments/Issues :

Re: NEC Futures Alternative 1

This option proposes to install new tracks, beginning in Old Saybrook, proceeding across the Connecticut River shaving about a half hour off the time between Washington DC and Boston.

Other project options with the exception of doing nothing are estimated to be more expensive. The price of being a half hour faster seems to be unreasonable given the costs, the environmental, economic, historic, educational impacts yet to be defined.

Please keep me informed.

James McInerney

[REDACTED]

Old Lyme CT 06371

Sent from Windows Mail

NEC DEIS Comments - RECORD #1756 DETAIL

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

Re: NEC Futures Alternative 1

This option proposes to install new tracks, beginning in Old Saybrook, proceeding across the Connecticut River shaving about a half hour off the time between Washington DC and Boston.

Other project options with the exception of doing nothing are estimated to be more expensive. The price of being a half hour faster seems to be unreasonable given the costs, the environmental, economic, historic, educational impacts yet to be defined.

Please keep me informed.

Re: NEC Futures Alternative 1

This option proposes to install new tracks, beginning in Old Saybrook, proceeding across the Connecticut River shaving about a half hour off the time between Washington DC and Boston.

Other project options with the exception of doing nothing are estimated to be more expensive. The price of being a half hour faster seems to be unreasonable given the costs, the environmental, economic, historic, educational impacts yet to be defined.

Please keep me informed.

James McInerney

[REDACTED]

Old Lyme CT 06371

NEC DEIS Comments - RECORD #2161 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Anne-Marie
Last Name : McIntyre
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. We need to save these special schools!

NEC DEIS Comments - RECORD #2209 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Aaron

Last Name :

Mckee

Stakeholder Comments/Issues :

I oppose a high speed rail that will displace the Lyme Academy of Fine Arts. Please find another path for the rail to take. The art school is an important institution, and needs to stay where it is!

NEC DEIS Comments - RECORD #2968 DETAIL

Status :

Revision Complete

Record Date :

2/16/2016

First Name :

Jody

Last Name :

McKee

Stakeholder Comments/Issues :

This cannot happen! The impact on the environment and historic districts is too great! Let alone the expense. Too much money has already been spent on a poorly laid out "plan".

NEC DEIS Comments - RECORD #2021 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Mark

Last Name : McKee

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 #888 DETAIL

Status :

Action Completed

Record Date : 2/11/2016

First Name : Kathleen

Last Name : McKeever

Stakeholder Comments/Issues :

Please take this proposal off the table. Old Lyme's historic district is a beautiful, SMALL, area in Old Lyme. If this proposal goes through, it will RUIN this area of town.

NEC DEIS Comments - RECORD #243 DETAIL

Status : Pending

Record Date : 1/23/2016

First Name : Marie

Last Name : McKeon

Stakeholder Comments/Issues :

Strongly opposed to Alternative 1. It makes no impact on increased passenger use and stands to disrupt our community irreversibly.

NEC DEIS Comments - RECORD #449 DETAIL

Status : Action Complete

Record Date : 2/1/2016

First Name : Marie

Last Name : McKeon

Stakeholder Comments/Issues :

As a 4th generation resident of Old Lyme, not only do I strongly oppose Alternative 1, I question how this ever came to be an option. It clearly would be a waste of taxpayer money with no significant change or improvement for rail travel. It would however destroy a very beautiful small town with protected wetlands, diverse wildlife and an historic art community. I would really like to know by name, the party or person who came up with this. There is no logic behind it.

NEC DEIS Comments - RECORD #36 DETAIL

Status : [REDACTED]

Record Date : 12/3/2015

First Name : Eugene

Last Name : McKeown

Stakeholder Comments/Issues :

The new tunnel under the Hudson is needed - URGENTLY

It will cut down on auto emissions, and improve the economy of New Jersey and New York

I go from Shenzhen China to Chaoshan China on a high speed train. They built tunnels and bridges for this high speed line. It use to take by car 7 hours, now I do it in 2 1/2 hours - that is why China is becoming a powerful nation. We can't even build a high speed line or tunnel in the Northeast

NEC DEIS Comments - RECORD #539 DETAIL

Status : Action Complete
Record Date : 2/4/2016
First Name : Barbara and James McKie
Last Name : McKie
Stakeholder Comments/Issues :

We urge you to find a different route than the one currently being proposed for re-routing the railroad tracks through the center of Old Lyme, ruining the town's historic and art districts.

A letter with more detail is attached.

Barbara and James McKie

www.mckieart.com

mckieart@comcast.net

Name Barbara and James McKie

Address [REDACTED]

City Lyme, CT (right on the border of Lyme and Old Lyme)

Date: February 4, 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 Lyme just next to Old Lyme, we want to express opposition to the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement "Alternative 1" proposal. Our concern lies in the fact that this proposal will significantly alter the historical and art oriented areas in the beautiful town of Old Lyme. It will give great problems to residents, and the plan has the train going through the beautiful Lyme Academy of Fine Arts where both of us studied art.

We see no need to make a trail into the historic and artistic parts of Old Lyme only to go diagonally across the river, versus going next to the current track! It would not only ruin the town, and the school, but also cost more money to build!

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.

We 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,

Barbara and James McKie

NEC DEIS Comments - RECORD #1227 DETAIL

Status : ██████████
Record Date : 2/13/2016
First Name : Peter
Last Name : McKillop
Stakeholder Comments/Issues :

Opposition to NEC rail expansion through Old Lyme is short sighted. The future economic benefits of a high speed train (stopping in Saybrook) far outweigh the relatively modest dislocation. Much of the land in question had already been set aside for the expansion of I95 in the 1960's. It hardly cuts Old Lyme in half as it is next to a highway that did that generations ago and no one has objected in 70 years. Old Communities that will be serviced by this train will be at the center of growth in decades to come. Those not, will be economic backwaters.

NEC DEIS Comments - RECORD #2032 DETAIL

Status : Revision Completed

Record Date : 2/15/2016

First Name : Craig

Last Name : Mcknight

Stakeholder Comments/Issues :

I oppose Alternative #1 for the rail expansion project because it would destroy a portion of the historic village, would bisect the Lyme Art Academy campus and would endanger nearby wetlands. Alternative #2 makes the most economic sense for our state, connecting both Hartford and the UCONN campus to Providence, New Haven and Boston. This will provide the economic driver we need for CT to be competitive in the Northeast.

NEC DEIS Comments - RECORD #583 DETAIL

Status : Action Complete

Record Date : 2/7/2016

First Name : Nicholas

Last Name : McKnight

Stakeholder Comments/Issues :

I have been a resident of Old Lyme, CT for over 20 years and would like to ensure that my town is not changed, nor the environment harmed by the process of modernizing the rail system. I understand a need for better railway, and support that. I just would like to see minimum damage to our beautiful home and the Old Lyme salt marshes.

NEC DEIS Comments - RECORD #1091 DETAIL

Status :

Action Complete

Record Date :

2/12/2016

First Name :

Nicholas

Last Name :

McKnight

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.

Nicholas McKnight

NEC DEIS Comments - RECORD #1813 DETAIL

Status :

[REDACTED]

Record Date : 2/15/2016

First Name : Robert

Last Name : McKnight

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 #801 DETAIL

Status : [REDACTED]
Record Date : 2/10/2016
First Name : Susan
Last Name : McKnight

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.

NEC DEIS Comments - RECORD #1216 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Tory
Last Name : McKnight
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.

Tory McKnight

NEC DEIS Comments - RECORD #1714 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Tory
Last Name : McKnight
Stakeholder Comments/Issues :

I strongly believe that Alternative 1 will rob Connecticut of more than it will give us. Alternative one is barely faster than 2 and 3, but will bisect the town of Old Lyme and ruin its character and historical value. The historic district of Old Lyme would be bisected by alternative one; this district was an epicenter for impressionist art and is known as an "artist colony". The Congregational church in the historic district of Old Lyme is the most painted church in Connecticut. This district is also home to the Lyme Academy of Fine Art, the Florence Griswold Museum, and the Lyme Art Association. Other than that, the other issue is that this railroad will bisect the marsh ecosystem. This marsh is a breeding ground for the osprey, which are an endangered predatory sea bird. These osprey which have cripplingly low populations in the world, actually THRIVE in Old Lyme, but they will leave or die if their home becomes bisected by a 150mph train. These populations will not be able to be sustained elsewhere, and we will drive them even closer to extinction... The Old Lyme marsh is also home to one of the most amazing wildlife phenomenon in North America: the Swallow Murmuration. I would urge you to look this up on youtube, as it is one of the most amazing wildlife phenomena you will ever see. At dusk and dawn in August and September, half a million swallows swirl together in a tornado formation and swoop and twirl in unison over the marsh of Old Lyme CT. It is mindblowing, and has attracted attention from tourists world-wide. The train would disrupt these birds home, and potentially stop the murmuration forever...I would strongly urge you to consider the cost of Alternative 1 in terms of things which truly matter, like history, heritage, endangered wildlife, and enchanting phenomenon like the murmuration, which will no longer be possible.

NEC DEIS Comments - RECORD #302 DETAIL

Status : [REDACTED]

Record Date : 1/27/2016

First Name : Darie

Last Name : McLaughlin

Stakeholder Comments/Issues :

The effect needing study is China's rescinding of the one child policy and its affect on how the public will be introduced to a once a year commute as the only realistic use for upgrading the rail system in the east and connecting L.A. with San Francisco in the west.

NEC DEIS Comments - RECORD #1120 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

Matthew

Last Name :

McLaughlin

Stakeholder Comments/Issues :

I am looking into investing in some more property along the shoreline in southeastern CT. I will not do so if there is a chance that a rail line might suddenly appear in the backyards- That would ruin property values. Why can't the existing rail lines be improved? That would have to cost far less money and take far less time; I'm sure there are many places along the NEC that need the money more. I hope there will public meetings and discussions far in advance of any possible decisions. Thanks

NEC DEIS Comments - RECORD #514 DETAIL**Status :**

Action Complete

Record Date : 2/3/2016**First Name :** Marcia**Last Name :** McLean**Stakeholder Comments/Issues :**

The current plan for the NEC (Alt 1) which will go through the center of the historic village of Old Lyme, is not only devastating to the community, but also impractical. The historic district of the town is in the center of the proposed rail bed, this includes an art museum, a college of fine arts; historical houses and the town's only commercial district. This plan will ruin the small businesses that are located in town and will eliminate the historic district, a place of national importance to the American Impressionist movement. If the intention of the plan is move the rail beds away from the shoreline and the potential for flooding, storm damage etc. moving them parallel to I95 does nothing to accomplish this goal. The center of town is also within a flood zone due to the number of rivers that flow into the Connecticut River - the Lieutenant River, Duck River, Back River and other small tributaries are all in or very close to the center of town and run under the I-95 corridor. I understand the need to modernize the existing bridge crossing the CT river, but there is no need to spend millions of taxpayer dollars on rerouting the entire NEC. What does this accomplish? The desire to move Amtrak service closer to Hartford is not served by moving the rail beds further north by less 10 miles, and Hartford is a city that is in decline. Connecticut's high corporate tax is not going to attract business anytime soon, so why cater to a declining population?? What benefits are had by moving the rail beds to the center of an historic village - I can't think of one, but I can certainly think of many disadvantages. If the bridge needs updating that is understandable, and it can be replaced, but spending millions of money to redesign the entire NEC seems like government bureaucracy at its best.

NEC DEIS Comments - RECORD #1644 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Carol

Last Name :

McMahon

Stakeholder Comments/Issues :

I am opposed to NEC Future Alternative I. It effectively decimates the historic district of Old Lyme and its only commercial district. I am concerned about the environmental impact as well.

NEC DEIS Comments - RECORD #2495 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Joyce

Last Name : McMullen

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 University of New Haven strives to continue furthering the education of all students whom have enrolled for a better academic career and to disrupt it with a railroad is inexcusable. There must be alternative routes that can be implemented.

NEC DEIS Comments - RECORD #2990 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Martha

Last Name : McNair

Stakeholder Comments/Issues :

I grew up in Old Lyme, and when the center of town became an historic landmark, we children were told that it would be preserved by the government from all future attempts to modernize. Is the government planning on going back on its word?

NEC DEIS Comments - RECORD #1846 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Kasey

Last Name : McNatt

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 detract from the beauty and quaintness of Old Lyme.

Sincerely,

Kasey McNatt

NEC DEIS Comments - RECORD #1831 DETAIL

Status :

pending

Record Date :

2/15/2016

First Name :

Dennis

Last Name :

McNerney

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 #1466 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

David

Last Name :

McNiff

Stakeholder Comments/Issues :

Please don't consider alternative one as it would not offer much improvement and would seriously and negatively impact the Ct shoreline. The area around the CT river where it joins Long Island Sound, in particular, is a great natural and historical treasure and should be preserved from the disruption which would be caused by Alternative One. On the other hand Alternative Two would link CT's capital city to the NEC and have far greater overall benefits, including creating alternative routes to northern NE.

NEC DEIS Comments - RECORD #1103 DETAIL

Status :

Pending

Record Date :

2/12/2016

First Name :

Judy

Last Name :

McQuade

Stakeholder Comments/Issues :

STOP, STOP, STOP this plan which would have horrific effects to our historic district and our local environment which has been an inspiration to artists for generations, it would decimate the only business area our small town has and for what? 1/2 hour decreased time on the Washington, DC to Boston route!! --and for 60 billion dollars? You can't destroy an entire town for so little gain!!

NEC DEIS Comments - RECORD #560 DETAIL

Status : Action Complete

Record Date : 2/5/2016

First Name : Susan

Last Name : McQuade

Stakeholder Comments/Issues :

It is absolutely unconscionable that Amtrak would think to re-route their tracks through the center of Old Lyme. I grew up in Old Lyme and have a cottage at the beach. Old Lyme is a very small community and your proposition to re route through the center of the town would totally destroy the entire town as it has been and we know it. It will have to be re-built elsewhere causing great financial stress for the residents & business owners. Secondly re routing the tracks would cause irreparable harm to the marshes, wildlife and the CT river banks. Amtrak use the tracks that are currently in place!

NEC DEIS Comments - RECORD #557 DETAIL**Status :** Action Completed**Record Date :** 2/4/2016**First Name :** Tracy**Last Name :** McQuade**Stakeholder Comments/Issues :**

I grew up in Old Lyme and have spent years exploring all the waterways in these and neighboring towns. From kayaking at the mouth of the CT river to crabbing under the train bridge, the train in it's current costal route has been a fairly pleasant part of the soundtrack to many of those years. I come from a perspective of being a big supporter of goals for improved train services and wanting to do so with environmental considerations.

With that said, my very strong reaction is to the first plan which, with total incredulity, seems to route the train directly through the center of historic Old Lyme. While train services should have touch points and accessibility near towns for fantastic commuting benefits, routing directly through a historical center is inconceivably poorly planned. It's damaging to historical value, quality of life, town aesthetics, traffic variations etc.

Haven't we learned from the vastly negative impact that occurred when major highways were cut through communities with the same disregard? How many major cites (Boston's big did etc.) are now spending vast resources to remove these legacies to poor planning and return neighborhoods to a more whole state. Why would that be repeated?

Again- improved computer lines with great access by communities? Great. Moving lines inland vs. having it teeter on the edge of the shore? Exciting possibility. Train lines directly though the center of existing communities? Very poor plan- please lets go back to the drawing board on that one.

NEC DEIS Comments - RECORD #2992 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Greg
Last Name : Golden -DNR-
Stakeholder Comments/Issues :

Thank you for providing the opportunity for the Maryland Department of Natural Resources (MD DNR) to review and provide comments on the Tier 1 Draft Environmental Impact Statement (EIS) for the Northeast Corridor (NEC) Future study, a rail transportation planning effort for the northeastern United States, from Washington, D.C. to Boston, Massachusetts. The study is being coordinated by the U.S. Department of Transportation, Federal Railroad Administration.

We understand that the project may eventually involve construction of both new segments of transportation infrastructure and/or replacements. The project alternatives as defined, and their descriptions and analysis, were clear and easy to understand and review. Later study will describe in more detail the potential local and regional projects and effects that may occur with each alternative.

The Tier 1 EIS document is admirably detailed and thorough, keeping in mind that it is a Tier 1 document, with future studies, planning, and documentation to be conducted for the overall project, resulting later in a Tier 2 study. We are appreciative of the many detailed chapters and sections, ranging from introduction and summary, detailed table of contents and index, detailed Purpose and Need section, many descriptive and analysis chapters, and detailed appendices. We have had the opportunity to attend two earlier interagency meetings in Maryland for this study, and we have understood based on those meeting discussions that the level of detail and "zoomed-in" examination of certain resources in the Tier 1 study is limited by definition. Later study will conduct that closer examination. The Tier 1 document did provide many areas of helpful detail and analysis, for many topics.

We also appreciate the stated focus of the study on both environmental sustainability and economic growth, two very important concepts in Maryland for emphasizing and balancing, with application of expert analysis and management. In addition to our appreciation to see these planning elements stated, we are glad to be a part of the related review as the study continues.

Regarding natural resources, we note that most of the focus in the Tier 1 document is on Federal resource categories in the ecological section, which

is of great review interest for us. As explained in this section and several others, further examination of State level resource categories will be in the subsequent Tier 2 analysis. As we have noted at the earlier meetings, MD DNR stands ready and available to help scope and screen ecological resources such as fisheries and other aquatic natural resources; State listed rares, threatened and endangered species; sensitive habitats of various types; forest resources; Coastal Zone areas and topics managed by the State; etc., to help provide a foundation for further ecological study and analysis.

The Tier 1 document also listed and discussed a number of public lands areas, included State Parks managed by MD DNR. We will be able to provide further coordination on those public lands as well in later studies. MD DNR has a separate but parallel review process specifically for public lands review, in addition to our review process for external projects such as this study. We will be able to involve the public lands review process as further detail is incorporated into this study.

As with most of the environmental review work we conduct, after assessment of the natural resources involved with any given proposed project, and consideration of the requirements for their conservation, we approach the review with a focus on project purpose and need; alternatives analysis; and project impact avoidance, minimization, and compensatory mitigation. We will be prepared to assist with such review assessments for this project.

Note that in addition to the Federal Wild and Scenic Rivers Program, the State of Maryland has a State Scenic and Wild River Program which should be included in coordination during further study. Other major programs within MD DNR, including the Forest Conservation Act, Public Lands Management, and the Coastal Zone Management Program which is referenced in the Tier 1 Draft EIS, should be included in later coordination.

In summary of these comments for the current Tier 1 study, we are appreciative of the study details to date, and emphasize the importance of further study of State level natural resources and further detailed review focus as the study continues, with our assured availability to participate and contribute in the continued review.

If you have any questions on the comments above, please contact me at your convenience.

Greg Golden
Project Review Division

Integrated Policy and Review Unit
MD Department of Natural Resources
410-260-8331

please note my new email address: greg.golden@maryland.gov

NEC DEIS Comments - RECORD #2908 DETAIL

Status : ~~Action Complete~~

Record Date : 2/16/2016

First Name : Bradley

Last Name : Smith, AICP

Stakeholder Comments/Issues :

Please see attached for comments from the Maryland Department of Transportation on the Tier 1 Draft Environmental Impact Statement for NEC FUTURE.

[http://www.roads.maryland.gov/OCImages/511_logo_sm.JPG]Maryland now features 511 traveler information! Call 511 or visit: www.md511.org<<http://www.md511.org/>>

P Please consider the environment before printing this email

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Attachments : MDOT comments on DEIS 2_16_2016.pdf (43 kb)



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

February 16, 2016

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

Re: NEC FUTURE Tier 1 Draft Environmental Impact Statement

Dear Ms. Reyes-Alicea:

Thank you for the opportunity to provide comments on the Federal Railroad Administration's (FRA) Tier 1 Draft Environmental Impact Statement (DEIS) for the Northeast Corridor (NEC) FUTURE project.

Under separate cover, the Maryland Department of Transportation (MDOT) has already provided joint comments with several Northeast states and the NEC Commission on the DEIS. In addition to those comments, MDOT offers the following input.

The NEC is an integral part of Maryland's multimodal transportation network and supports critical intercity passenger, commuter and freight operations. With approximately 20 percent (90 miles) of the NEC located within Maryland, there are a number of major backlog projects and capacity needs within the State. As such, MDOT has partnered with Amtrak and FRA to advance planning studies for these projects including the B&P Tunnel in Baltimore City, BWI Rail Station Improvements and 4th Track project south of Baltimore, and the Susquehanna River Rail Bridge project between Harford and Cecil Counties. It is important that once planning is complete, these projects are able to secure additional federal funding and move into the next phase of project development.

Given the significant needs along the NEC and the expected growth in overall passenger and freight demand, MDOT does not support the No Action Alternative. As the FRA moves towards identifying the preferred build alternative and completes the NEC FUTURE service development plan (SDP), MDOT requests that FRA continue to consider all users of the NEC. It is critical

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Ms. Rebecca Reyes-Alicea
Page Two

that FRA identify a preferred alternative that allows for incremental improvements along the NEC and maintains operations at existing levels (at a minimum) during construction of any improvements. This approach is particularly important in Maryland, where sections of the corridor are utilized 24 hours a day by passenger and freight operators.

MDOT requests that FRA also consider the needs of freight railroads as it identifies its preferred alternative. Norfolk Southern carries out much of its operations in Maryland along the NEC between Baltimore and Perryville. Operating windows, dimensional limitations, and overall capacity create existing constraints on freight movement along the NEC and will only get worse over time as demand increases. With multimodal goods movement such an important component of Maryland's economy, MDOT requests that freight accommodations are considered when determining the preferred alternative.

Thank you again for the opportunity to provide comments. MDOT looks forward to providing additional input as FRA finalizes the environmental documentation and SDP processes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bradley M. Smith', written in a cursive style.

Bradley M. Smith, AICP
Director of Freight and Multimodalism

NEC DEIS Comments - RECORD #668 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Scott A.

Last Name : Smith

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 concerned that any government or non-governmental entity would propose or consider a railroad through the Patuxent Refuge. The Refuge is more than just one of the few remaining large green spaces in that part of Maryland and an important area ecologically, it is THE iconic birthplace of landmark wildlife research, such as that of Rachel Carson, who alerted the world to the dangers of DDT on our wildlife. And this proposal raises one of the greatest fears of those in the conservation community: that conservation lands, which in most cases took great effort to be preserved in perpetuity, can in the blink of an eye or the pen of a politician be forever lost to someone's vision of "progress". This is sacred ground. Find an alternate route.

Regards,

Scott

--
Scott Smith
Wildlife Ecologist
Maryland DNR-Wildlife & Heritage Services
PO Box 68
Wye Mills, MD 21679
(O) 410-827-8612 x103

NEC DEIS Comments - RECORD #639 DETAIL

Status : Action Completed
Record Date : 2/9/2016
First Name : Scott
Last Name : Hansen
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

The Maryland Department of Planning submits comments (attached) regarding the NEC Future: Tier I Draft EIS. A hard copy with signature is in the mail.

Please contact me with any questions.

Thank you,

*E. Scott Hansen**Transportation Planner*

Maryland Department of Planning
301 West Preston Street, Suite 1101
Baltimore, Maryland 21201

Phone: 410.767.4611

Toll Free: 1.877.767.6272

Fax: 410.767.4480

Email: scott.hansen@maryland.gov <scott.hansen@maryland.gov>

Web: <http://planning.maryland.gov/>

*****Please update your contact information with my new email

address: scott.hansen@maryland.gov <scott.hansen@maryland.gov>. *

Attachments : NEC Future DEIS Planning Comments.pdf (311 kb)



Maryland Department of Planning
Maryland Historical Trust

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

David R. Craig, Secretary
Wendi W. Peters, Deputy Secretary

January 20, 2016

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

Re: NEC FUTURE Investment Program
Tier 1 Draft Environmental Impact Statement (DEIS) and
Section 106 Draft Programmatic Agreement (PA)

Dear Ms. Reyes-Alicia:

Thank you for providing the Maryland Historical Trust (Trust) with a copy of the DEIS and Draft Programmatic Agreement prepared for the NEC Future Investment Program, for review and comment.

The Trust, Maryland's State Historic Preservation Office, has appreciated the opportunity to participate in the consultation and negotiation of the multi-state agreement document for this undertaking, pursuant to Section 106 of the National Historic Preservation Act. Trust staff carefully reviewed the final draft PA and we find it largely consistent with the previous versions of the agreement discussed in our regional and state-specific conference calls over the course of the last year. We have a few minor suggestions, noted below, for your consideration in preparing the final agreement for signature.

1. Page 6, line 125: This Whereas clause references invitation to "statewide historic preservation commissions" to participate as consulting parties. We suggest changing the term "commissions" to "organizations" as commissions are typically governed under specific legal mandates at the local level and we assume this clause is referring to statewide non-profit organizations focused on historic preservation issues.
2. Page 9, line 277: Stipulation III.B establishes relevant Standards and Guidelines and should add "any additional requirements specified in a State-specific appendix to this PA, as applicable."
3. Pages 20-22, Signatory Parties / Concurring Parties: Please add names and titles for the various individuals who will be signing the agreement, so it is clear who actually signed the document as formal signatory or concurring parties.
4. Page C-2: Stipulation D Standard Treatment #4 Archaeological Resources needs to be expanded to specify the applicable parameters and consultation process for employing data recovery as a standard treatment and should follow a similar format to Stipulations A.1-4 and B.1-4.
5. Page E-1: For the Maryland Historical Trust's entry in the Tier 1 Consulting Parties List, the Status of Invitation Acceptance column should read "Signatory to the PA" as we positively responded to the invitation via email on 12/17/14.
6. Page J-7: Please add names and titles for the various individuals who will be signing the State-specific agreement, so it is clear who actually signed the document as formal signatory parties.

7. Careful proofreading and editing of the final PA are needed to correct minor typos, punctuation and format errors.

We await submittal of the final PA for signature, when available. We look forward to working with the involved parties to implement the agreement for relevant undertakings in Maryland as the program moves into Tier 2. If you have questions or need further assistance, please contact Beth Cole at beth.cole@maryland.gov / 410-514-7631 or Tim Tamburrino at tim.tamburrino@maryland.gov / 410-514-7637.

Thank you for providing us this opportunity to comment.

Sincerely,



Elizabeth Hughes
Director / State Historic Preservation Officer

EH/EJC/TT/201505034



Maryland Department of Planning

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

David R. Craig, Secretary
Wendi W. Peters, Deputy Secretary

February 9, 2016

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

Re: NEC Future Tier I Draft Environmental Impact Statement

Dear Ms. Reyes-Alicea:

The Maryland Department of Planning (“Planning”) appreciates the opportunity to review the Tier I Draft Environmental Impact Statement (DEIS) for NEC Future, a Rail Investment Plan for the Northeast Corridor. The development of a rail investment plan for the nation’s busiest rail corridor is a vital component to help improve Maryland’s rail passenger and freight travel and grow Maryland’s economy.

The proposed action alternatives in the DEIS provide interstate and regional rail service via Amtrak and MARC in Maryland and support the economy by providing increased passenger and freight mobility, reducing congestion and associated wear and tear on regional roads and Interstates, and helping to attract private development near existing or proposed stations. Planning supports the action alternatives 1, 2 and 3, but does not support the no-action alternative.

The NEC is too important to Maryland’s mobility and economic future not to study long-term investments that address insufficient capacity and aging infrastructure in Maryland, such as at the Baltimore and Potomac Tunnel in West Baltimore and the Susquehanna River Rail Bridge in Harford and Cecil County. The no-action alternative cannot accommodate projected future ridership or freight demand, nor does it improve reliability or address gaps in connectivity.

Page 2 of 2
Reyes-Alicea
February 9, 2016

We appreciate the Federal Railroad Administration's Interagency project coordination and extensive public outreach process. Planning looks forward to continuing participation of the NEC Future study to address environmental and community impacts of the project while balancing the needs of Maryland's growing economy.

Thank you again for the opportunity to review this project. If you have any questions, please contact Scott Hansen of my staff at scott.hansen@maryland.gov or by telephone at 410-767-4611.

Sincerely,

A handwritten signature in black ink, appearing to read "Stu Sirota", written over a horizontal line.

Stu Sirota, AICP

Assistant Secretary,
Planning Services

CC: Chuck Boyd, Planning Coordination Section
Kristen Mitchell, Infrastructure and Development Unit
Bihui Xu, Infrastructure and Development Unit
Scott Hansen, Infrastructure and Development Unit

NEC DEIS Comments - RECORD #2829 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Melody

Last Name : Me

Stakeholder Comments/Issues :

We are as a community amazed. This proposal should have been, and now must be, detailed and discussed thoroughly, intelligently and transparently to avoid the destruction and disruption of cultural, historical, financial and personal landmarks of the very country and citizens it purports to serve. Anything less is unconscionable, and almost certainly illegal.



Building Essential Connections That Drive Business Growth

February 9, 2016

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

Re: NEC Future Tier One Environmental Impact Study - Comments

The Meadowlands Regional Chamber (MRC) has had a long history of transportation advocacy in this region for over 40 years. We are membership organization representing a broad range of economic interests in the region, from small family businesses to international corporations, to educational institutions and non-profits and we currently serve over 1100 companies.

Transportation and infrastructure issues are a high priority for us, as they provide the foundation for economic opportunities and prosperity for our members and the community at large. We are thus very pleased to see that the Gateway project is moving forward on several fronts, and that the NEC Future Tier 1 Alternatives Report Study is evaluating alternatives for the future of the intercity rail corridor.

We are also in agreement with the DEIS identification of the Frank R. Lautenberg Station in Secaucus as a hub station for intercity rail services. At present, there is no Amtrak stop at this station. This is a critical issue for the MRC and its membership, particularly in light of the economic linkages between New York and Northern New Jersey, as well as the existing and future destinations near the station, such as the Meadowlands Sports Complex and American Dream. Development around the station continues to grow, including both industrial and residential projects. A Northeast Corridor stop at Secaucus would provide regional connections to New Jersey Transit rail lines and Metro-North, within New York, New Jersey and beyond. In addition, economic development and investment would be further accelerated within the Meadowlands area as a result of this new accessibility.

The MRC strongly supports the additional tunnels to New York, the heart of the Gateway project, and views the project as essential to the region and the nation. We urge that a stop at Secaucus continue as an integral part of the project as the environmental impact studies and project design are finalized. Our ability to maximize the billions of investment that is currently being made and leverage those investments for a long term sustaining economy here are

dependent on mobility options. Further, these studies should also review the potential for implementing this stop in the near future, not waiting until the completion of the Gateway project. This essential piece in realizing the potential of the Lautenberg Station as a critical regional hub must be recognized and implemented as soon as possible.

We also want to emphasize the importance of the Bergen Loop in the future regional rail network. This improvement merits a somewhat minor mention in the DEIS, but is a significant element for thousands of New Jersey commuters.

We appreciate this opportunity to comment, and offer to meet at your convenience to discuss the MRC's perspective on the NEC improvements.

Respectfully,

A handwritten signature in black ink, appearing to read "James Kirkos", written over the word "Respectfully,".

James Kirkos
Chief Executive Officer

JK/lt

NEC DEIS Comments - RECORD #1956 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Meghan

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."

Next speaker is Neil Mehrotra.

MR. MEHROTRA: Hi. My name is Neil Mehrotra. I'm a professor at Brown University, a professor of economics. I guess I come here today as sort of an interested citizen, as a user of the Northeast Corridor.

I've had a chance to travel to Europe and Japan and to countries where they have great high-speed networks and where it's easy to get around. You can now make the trip from Milan to Naples in three and a half hours, and you kind of wonder why we don't have that here in the U.S.

I like the fact that we are trying to get high-speed rail here, but the costs in this plan are frankly outrageous.

It's fashionable to think that we have a funding problem. We don't have a funding problem; we have a cost problem. This plan is riddled with unnecessary scope, a failure to focus on how we first optimize operations and scheduling rather than building new track, new tunnel, failure to optimize rolling stock. Those are the kinds of things that we should be focused on in order to present a plan that has a cost that is politically palatable. Even Alternative 1 is orders of magnitude too expensive.

To give you an example, in Japan, they're building a maglev that will travel at 300 miles an hour for \$80 billion from Tokyo to Osaka. That's roughly the distance from New York to Boston. It will travel at 300 miles per hour. 90 percent of the maglev is underground. It will make the trip in 67 minutes. Alternative 3 is more expensive per mile and will make a slower trip over a similar distance.

So I think that this plan needs to benchmark its costs against Japanese and European costs and try to identify those drivers of why is it costing so much for us to build high-speed rail here in the U.S. and focus on incremental improvements, on trying to optimize first scheduling and operations before focusing on very expensive changes in route and changes in engineering.

MR. BAER: Thank you.

NEC DEIS Comments - RECORD #55 DETAIL

Status : [REDACTED]
Record Date : 12/8/2015
First Name : Nancy
Last Name : Melius

Stakeholder Comments/Issues :

Federal Railroad Administration,

Please find below my input in regards to the NEC:

TRAINS

- 1) Silent train cars
- 2) More options for discount or affordable fares
- 3) Place to store luggage
- 4) Better food and beverage options (more artisan and healthy)
- 5) Seats with drop-down trays

TRAIN STATIONS

- 1) Clean, well-designed, safe train stations
- 2) Clearly marked and strategically placed up and down escalators and elevators (For handicapped, luggage, and strollers)
- 3) Light, airy and safe waiting areas
- 4) Places to sit (non-waiting area)
- 5) Counter tops with hooks underneath (to hold handbags) where commuters can stand and place a laptop, or cup of coffee, etc. (It is very difficult, particularly for women, to get something out of their handbag when they have no place to put down other items they may be carrying)
- 6) Artisanal food and beverage kiosks and shops
- 7) Lockers and/or storage facilities
- 8) Public showers for business commuters (In London Train Stations, commuters pay to use the public restrooms and showers)

Thank you for listening.

Kind regards,

Nancy Melius

Nancy Melius
[REDACTED]

NEC DEIS Comments - RECORD #59 DETAIL

Status : [REDACTED]
Record Date : 12/8/2015
First Name : Nancy
Last Name : Melius
Stakeholder Comments/Issues :

Thank you. I would like to add one more comment, if I may.

"We all spend 10-20+ hours a week commuting. Perhaps we should start looking at our commute as part of the journey instead of simply getting from one place to another. If the decision makers in America's transportation business started looking at commuting in this way a whole new set of ideas could emerge and our lifestyles greatly enhanced."

Thank you.

Kind regards,

Nancy Melius
[REDACTED]

On Dec 7, 2015, at 1:49 PM, "comment@necfuture.com" <comment@necfuture.com> wrote:

Thank you for your comment.

Please note that comments received on the Tier 1 Draft EIS during the formal public comment period will be addressed in the Tier 1 Final EIS, anticipated to be released in late 2016. We appreciate your interest in NEC FUTURE.

NEC DEIS Comments - RECORD #2519 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Georgia

Last Name :

Mellos

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 #199 DETAIL

Status : Pending
Record Date : 1/19/2016
First Name : RICHARD
Last Name : MENGES
Stakeholder Comments/Issues :

I forgot to mention what an IMPRESSIVE amount of work you have done!!! thank you for your service. Richard Menges

On Tuesday, January 19, 2016 11:26 AM, "info@NECFUTURE.com" <info@NECFUTURE.com> wrote:

Thank you for your comment. Please note that comments received on the Tier 1 Draft EIS during the formal public comment period 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 #198 DETAIL

Status : pending
Record Date : 1/19/2016
First Name : richard
Last Name : menges
Stakeholder Comments/Issues :

question on page 73 point 4: 2 additional tracks? "30th st north and east of river; east side of I-76" does this mean taking land from what currently is park??? (art museum side along river) if so, I strongly OPPOSE altering existing park land along the river

NEC DEIS Comments - RECORD #2253 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Carlin

Last Name :

Menzin

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 #795 DETAIL

Status :

Action Completed

Record Date :

2/10/2016

First Name :

Anthony

Last Name :

Merante

Stakeholder Comments/Issues :

Forty years ago, while stationed with the U.S. Navy in Japan, I had the good fortune to ride the ShinKanSen (New Tokaido Line) the full length of its original line from Tokyo to Osaka. Fantastic experience. Two generations later, this country, which introduced railroads to Japan in 1858, has, ashamedly, nothing even close. And Japan has gone WAY beyond that original single line. Then take a look at what is being done to our fantastic Interstate system, especially during "rush hours" across this country.

NEC DEIS Comments - RECORD #175 DETAIL

Status :

[REDACTED]

Record Date :

1/14/2016

First Name :

Meta

Last Name :

Mereday

Stakeholder Comments/Issues :

As an advocate and facilitator for growing veteran businesses to provide true job creation to reduce veteran unemployment, I am appalled at the clear lack to significant outreach to veteran organizations such as mine and inclusion of veteran businesses particularly with federal dollars being involved. These projects violate the law and nothing is done about it unless a tragedy or scandal calls attention to it, thus costing lives and wasting tax dollars.

NEC DEIS Comments - RECORD #349 DETAIL

Status :

[REDACTED]

Record Date :

1/28/2016

First Name :

Leroy

Last Name :

Mergy

Stakeholder Comments/Issues :

The re-routing of the track through historic Old Lyme will destroy the community. The beauty of the tracks along the shore has become part of the pleasure for train riders and the neighborhood has adapted. Changing that now would destroy both the beauty of the ride and the town

NEC DEIS Comments - RECORD #2333 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Corinne

Last Name : Merjave

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 #1689 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Jill

Last Name :

Merola

Stakeholder Comments/Issues :

We do NOT want a high speed rail going through our community. The risk to people and wildlife isn't worth the extra time savings.

NEC DEIS Comments - RECORD #1876 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Mary

Last Name :

Merrill

Stakeholder Comments/Issues :

I oppose the proposed rail modifications because it will destroy the Lyme Academy College of Fine Arts, a division of the University of New Haven, in the heart of the historic town of Old Lyme, Ct..

NEC DEIS Comments - RECORD #1673 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Polly

Last Name :

Merrill

Stakeholder Comments/Issues :

This clearly is not in the best interest of Old Lyme, Connecticut tourism, and history dating back to the American Revolution. I urge the FRA to refrain from using this unusually negative idea for Old Lyme, Connecticut and the northeast corridor.

NEC DEIS Comments - RECORD #2797 DETAIL

Status : ~~Action Completed~~

Record Date : 2/16/2016

First Name : Mimi

Last Name : Merton

Stakeholder Comments/Issues :

I oppose Alternative 1.

NEC DEIS Comments - RECORD #1007 DETAIL

Status :

Action Complete

Record Date :

2/12/2016

First Name :

Nancy

Last Name :

Mesham

Stakeholder Comments/Issues :

I oppose option 1 to bring the rail through Old Lyme center and north of the existing rail. Reuse existing rail line. As an Old Lyme resident and real estate agent this runs directly through the center of our only commercial district and historic district. There must be a better choice.

NEC DEIS Comments - RECORD #2734 DETAIL

Status : Action Completed
Record Date : 2/16/2016
First Name : Brian
Last Name : Bidolli
Stakeholder Comments/Issues :

To whom it may concern,

Please find attached the Metropolitan Council of Governments' comment letter on the NEC Future Draft EIS.

Please let me know if there are any issues in accessing the PDF.

Regards,
Matt Fulda

[METROCOG - Connecticut Metropolitan Council of Governments]<<http://www.ctmetro.org/>>

Matthew Fulda
Regional Planner
mfulda@ctmetro.org
203-366-5405 x28
ctmetro.org<<http://ctmetro.org/>>
525 Water Street, Bridgeport, CT 06604

Attachments : MetroCOG NEC Future Draft EIS Comment Letter.pdf (105 kb)



February 16, 2016

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

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

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

The Connecticut Metropolitan Council of Governments (MetroCOG) welcomes the opportunity to comment on the Federal Railroad Administration's NEC Future Tier 1 Draft Environmental Impact Statement (DEIS). MetroCOG applauds the NEC Future program, as it has provided a process for considering a long-term vision for the Northeast Corridor. This process will set the stage for the adoption of an investment program reversing decades of underinvestment in the corridor.

As a Council of Governments and Metropolitan Planning Organization in Connecticut situated along the I-95, Metro North and Amtrak corridors, MetroCOG and its member municipalities depend on a safe and well-functioning multimodal transportation system. In addition to its heavily used highway system, the State of Connecticut owns and/or operates several commuter rail and freight rail systems. The most important of these is the New Haven Line, which is the busiest commuter rail system in the nation. This segment is a critical link in the Washington to Boston intercity corridor. It is also vital to the economy of MetroCOG's municipalities since it is a primary connection to New York City, the nation's largest economic center.

MetroCOG 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-Build (funded or unfunded) on the existing New Haven Line, Shore Line East and include similar work for the New Haven-Hartford-Springfield Corridor. Further the Phase 1, Tier 2 EIS should address all projects necessary to achieve state-of-good repair and address projects that will deliver the maximum safety, capacity, speed and frequency on these existing corridors. This approach will ensure that the existing corridors have the capacity to serve projected growth in the metropolitan and intercity markets and also



enable potential future investments to deliver new, dedicated high-speed alignments along the entire Northeast Corridor, including services in and through Connecticut.

The State of Connecticut, through municipal and regional collaboration, has outlined many of the key projects to meet our Phase 1 Tier 2 EIS recommendation as part of "Let's Go CT!" which is the state's 30 year transportation plan. MetroCOG is prepared to work with the State of Connecticut, FRA, Amtrak, New York, Massachusetts and other regional partners to fully advance this strategy on the existing passenger rail corridors.

Finally, as it relates to our recommended Phase 1 Tier 2 EIS program, it is expected that this EIS will meet all federal resource and funding agency's requirements to ensure that all federal funding sources are eligible to advance projects in these corridors.

MetroCOG further recommends that major new capacity that goes beyond investments in the existing rail corridors continue to be evaluated, but only after the Phase 1 Tier 2 EIS is completed for the existing corridors. It is this agency's opinion that improvements to existing infrastructure be prioritized ahead of the more costly, longer term implementation of new rail infrastructure throughout the NEC.

I pledge my support and the full cooperation of MetroCOG in assisting FRA to reach its goal of a Record of Decision and completing an EIS for the Northeast Corridor.

Sincerely,

Brian Bidolli
Executive Director

NEC DEIS Comments - RECORD #279 DETAIL

Status : Action Complete

Record Date : 1/25/2016

First Name : John

Last Name : Metzger

Stakeholder Comments/Issues :

As a part of modernizing our rail corridor service. Tested options in rail-bed GPR and other ballast monitoring devices should become regular deployment and tools for track maintenance service. These tools support rail infrastructure service life budgets and corridor development plans.

NEC DEIS Comments - RECORD #2452 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Carolyn

Last Name : Meyer

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

RUBY SEIGEL: The next speaker is
Matthew Meyer.

MATTHEW MEYER: Good afternoon.

AUDIENCE: Good afternoon.

MATTHEW MEYER: Good afternoon.

AUDIENCE: Good afternoon.

MATTHEW MEYER: Thank you. Just wanted to make sure. My name is Matthew Meyer. I am a Wilmington resident, Wilmington cyclist, and Amtrak guest rewards member. And like tens of thousands of cyclists on the Northeast corridor, a frequent rail rider.

I'm here today to talk about roll-on/roll-off service. I -- if you drove in today -- and hopefully you didn't. Hopefully you took the train, but if you drove in today, you would have seen a sign coming into our city, our great city of Wilmington, that says, "Wilmington, a Place to be Somebody. Wilmington's a place to be somebody. It's also

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a place go somewhere where within two hours by rail from Washington -- to Washington, D.C. and to New York. For me however, and many of my rider friends, we're not two hours from Washington and two hours from New York. For me to go to New York with my bicycle takes about five hours, because the only way for me to take my bike to New York, I have to get on SEPTA to Philly, then change trains, go to Trenton, and then get on a New Jersey transit train from Trenton to New York. There's no way for me to go to Washington, D.C. with roll-on service. In 2016, that is preposterous.

I speak today on behalf of Bike Delaware, a nonprofit membership organization that is finding tremendous success here in Delaware collaborating with government and the private sector to make cycling a safe, convenient, and fun transportation option.

Look, we should be friends here. If you open the news journal today, there was an

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op-ed from Bike Delaware and League of Women Voters advocating a bill down in Dover in our State House regarding multimodal forms of transportation; alternatives to car-based life, including rail. We should be collaborating together and particularly with regard to environmental impact.

We're speaking today simply to

emphasize the vital importance that those heading this planning process understand the tremendous opportunity before it, not only to permit walk-on bicycle service on passenger trains on the Northeast corridor during certain times, but to outright encourage it.

When you look at commuter rails, subway, and long-distance rail passenger services globally, you will see Amtrak is one of the only train systems that prohibits walk-on bicycle passenger service, and we believe it hurts their top line. It costs them, and it costs us. Providing the quality, seamless

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ridership experience to the millions of cyclists on the Northeast corridor is not just good for the environment and responsive democracy. It's great business. When you consider an overwhelming -- there's really a bulge of cyclists, and the younger-aged tier, who are growing older and continuing to cycle, it's an even better business proposition.

This planning process, including the purchase of new trains, prevents a tremendous opportunity to the railroad administration, to Amtrak to get a little greener and to understand more young adults than ever are riding, and walk-on cycling service will be great for rail along the Northeast corridor and further increase ridership. Thank you.

RUBY SEIGEL: Thank you very much.

At this point, I don't have anybody else who has signed up to speak. And I'm perusing the room. So if there are no folks who want to speak, Scott, was that your hand?

NEC DEIS Comments - RECORD #2704 DETAIL

Status :

Unread

Record Date :

2/16/2016

First Name :

Dave.

Last Name :

Meyers

Stakeholder Comments/Issues :

Re tunnel to Long Island. 1. Why widest location on LI sound? 2. Why not support and improve existing ferry service at Bridgeport and new London (probably more cost effective considering need) 3 consider environmental impact at both ends of such a project.

NEC DEIS Comments - RECORD #2730 DETAIL

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

at this point without any additional information the Harbor Commission is totally opposed to this proposal.

NEC DEIS Comments - RECORD #1894 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Brian

Last Name :

Michel

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 #355 DETAIL

Status :

Action Complete

Record Date :

1/28/2016

First Name :

Michelle

Last Name :

Stakeholder Comments/Issues :

I am opposed to the "Alternative 3" and further it is your obligation to properly inform the public of how you intend to spend billions of tax dollars. It would be extremely disruptive to the residential neighborhoods of Long Island, and specifically garden city, to have additional train lines running through next to private residences. The existing LIRR lines already provide a great deal of noise, and anything additional would be highly disruptive to the community.

NEC DEIS Comments - RECORD #396 DETAIL

Status : Action Completed

Record Date : 1/30/2016

First Name : Jennifer

Last Name : Michelson

Stakeholder Comments/Issues :

We should do our best to preserve historical districts

NEC DEIS Comments - RECORD #2746 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Taritha L.
Last Name : Middleton
Stakeholder Comments/Issues :

As you know, two years ago, the University formed a partnership with Lyme Academy College of Fine Arts, a leading fine arts school in Old Lyme, Conn. The development of this affiliation can be described as nothing short of extraordinary, highlighted by enrollment growth and the creation of new, innovative programs at our main campus in West Haven and our satellite campus in Tuscany, Italy.

However, a recent development is threatening the long-term vitality of this picturesque campus in Old Lyme. The Federal Railroad Administration (FRA) has proposed building new train tracks in the area, and one of the alternatives calls for tracks to run directly through our campus. We 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.

You can help show your support for Lyme Academy College by visiting http://www.necfuture.com/get_involved and expressing your opposition to Alternative 1 of the FRA's Northeast Corridor Futures proposal. You can do this by submitting a simple statement that says the following:

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 #2833 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Said

Last Name : Mikki

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 #238 DETAIL

Status :

[REDACTED]

Record Date :

1/22/2016

First Name :

Michael

Last Name :

Milardo

Stakeholder Comments/Issues :

I am a resident of old Lyme

I am 68 years old and still working !!!

I just moved to old Lyme in May of 2015

After years of work and smart investments..... I finally saved enough money to buy the house I always wanted in what is considered one of the best neighborhood in old Lyme..... Now only to find that my property values will be trashed if this plan goes through !!!!

I am definetly very unhappy about this and will do everything in my power as a concerned resident of old Lyme To see that this plan gets defeated !!!

MICHAEL A MILARDO

NEC DEIS Comments - RECORD #1849 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Lorraine

Last Name : Miles

Stakeholder Comments/Issues :

I see no justification for NECFutures

alternative 1 since it would have such negative impacts on the environmental, economic & historic aspects of Old Lyme, CT

NEC DEIS Comments - RECORD #2573 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Anne

Last Name : Miller

Stakeholder Comments/Issues :

While I welcome any upgrade of passenger rail in the northeast, I can't believe that the plan for high speed rail bypasses the major urban area of Springfield, MA, instead creating an entirely new route through a rural part of northern CT that does not even have an existing right of way. A recent forum in Palmer, MA concerning a possible passenger rail stop there had over 100 people attending. We have collected over 5,000 signatures in just a few months since then from local small businesses and individuals. And that's just Palmer--there is enormous support in the areas surrounding our small town, some of whom have representatives who have contacted us and are also interested in a Palmer stop, and we intend to expand our campaign to those areas soon. Please reconsider running the high speed line via Springfield and Palmer to Boston.

NEC DEIS Comments - RECORD #2403 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Colleen

Last Name :

Miller

Stakeholder Comments/Issues :

To the 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."

Colleen Miller

Class of 1992

NEC DEIS Comments - RECORD #2085 DETAIL

Status :

Record Complete

Record Date :

2/15/2016

First Name :

Jeremiah

Last Name :

Miller

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 #472 DETAIL

Status : [REDACTED]

Record Date : 2/1/2016

First Name : Laura Lee

Last Name : Miller

Stakeholder Comments/Issues :

As a resident of Old Lyme, CT, I am vehemently opposed to this plan to disrupt and alter the community of Old Lyme which is an historic CT village and the home of the CT River Artists' Colony dating back to 1900. The existing train line is in the least disruptive location and should remain so. We will fight this plan and will not surrender our town, homes and the historic value of this famous CT. shoreline community.

NEC DEIS Comments - RECORD #2773 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Libby

Last Name :

Miller

Stakeholder Comments/Issues :

I oppose the proposed route.

NEC DEIS Comments - RECORD #1431 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Pam

Last Name :

Miller

Stakeholder Comments/Issues :

I do not support alternative 1. Aside from the impact on old lyme, I believe more connectivity is important.

NEC DEIS Comments - RECORD #1358 DETAIL

Status :

Unread

Record Date :

2/14/2016

First Name :

Cynthia

Last Name :

Miller-Aird

Stakeholder Comments/Issues :

I was just told about the proposal to build a high speed train through the center of our historic downtown. I am shocked and saddened by that option. Old Lyme is one of the most beautiful shoreline communities and the center of our town is filled with historic homes, our town hall, dozens of art galleries and one of the most important art museums in the state of CT. I commute into NY City out of Old Saybrook on a weekly basis and find the current transportation options more than adequate. I think the idea to destroy a downtown just to improve the speed of a train between NY and Boston reprehensible.

NEC DEIS Comments - RECORD #3071 DETAIL

Status : [REDACTED]
Record Date : 2/17/2016
First Name : Richard
Last Name : Miller-Murphy
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."

Richard Miller-Murphy (Rich)
Director of Marketing
Blood, Laboratory and Medical Services

[REDACTED]
New York, NY 10065

[REDACTED] Office
[REDACTED] FAX
[REDACTED] Mobile

rmiller-murphy@[REDACTED]<mailto:rmiller-murphy@[REDACTED]>
[REDACTED]<http://www.twitter.com/millermurphy>

[http://www.nybloodcenter.org/media/files_public/2015/04/28/nybc-logo-s.png] <http://www.nybloodcenter.org/>
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Donate Blood<http://www.nybloodcenter.org/donate-blood> | Volunteer<http://nybloodcenter.org/support-us-volunteer-nybc> | Support NYBC <http://nybloodcenter.org/support-us/financial-contribution>

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NEC DEIS Comments - RECORD #2914 DETAIL

Status : ~~Action Complete~~

Record Date : 2/16/2016

First Name : Peter

Last Name : Trentacoste

Stakeholder Comments/Issues :

Please be advised that this firm represents the Incorporated Village of Mineola (Village). The attached comments are respectfully submitted on behalf of the Village

Peter S. Trentacoste, Esq.

Spellman Rice Gibbons

Polizzi & Truncale, LLP

229 Seventh Street - Suite 100

P.O. Box 7775

Garden City, New York 11530

516-592-6835

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Attachments :

Village of Mineola.pdf (85 kb)

INCORPORATED VILLAGE OF MINEOLA

Written Comments Concerning the NEC Future Tier 1 Draft EIS

February 16, 2016

Introduction

The following comments are submitted by and on behalf of the Incorporated Village of Mineola (Mineola) with respect to the NEC Future Tier 1 Draft Environmental Impact Statement (NEC Future).

NEC Future is a planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC) from Washington, D.C. to Boston.

The Federal Railroad Administration (FRA) has developed three distinct Action Alternatives for evaluation in the NEC Future.

Alternative 1 maintains the role of rail as it is today in the region, with the level of rail service keeping pace with the growth in population in the Study Area.

Alternative 2 grows the role of rail, expanding rail service at a rate greater than the growth in regional population and employment.

Alternative 3 transforms the role of rail, supporting trips over longer distances and to places not currently connected by passenger rail, thereby positioning rail as the dominant mode for Interregional travel to urban centers along the NEC. Alternative 3 includes new route options operating between Washington, D.C., and Boston separate from the existing NEC. Specially, Alternative 3 proposes high speed rail service via Long Island by providing service through Long Island and northern New Haven and Hartford Counties, CT.

These comments are intended to assist the FRA in the preparation of an appropriate and useful EIS so that both the lead agency and the public may properly evaluate any proposal for the NEC, especially Alternative 3 as it relates to Long Island. In the absence of a formal detailed plan and based upon basic information provided in the Draft EIS, Mineola provides the following comments.

1. Based upon the information provided, the NEC Future is insufficient in evaluating the significant impacts which will occur in the communities through which the project will extend. For example, traffic impacts may (and will) occur beyond the limited study area both during construction and on a permanent basis. Impacts upon businesses outside the proposed limited study area may well flow from activities

which occur track-side. NEC Future should take into account the unique arrangement of each individual community involved, the individual dynamic of each community and the natural relationship which each community has with public transportation, especially rail transport.

2. NEC Future must consider all potential property acquisitions needed. One of the driving forces in determining the impacts of and thus the construction feasibility of different design (or no-action) alternatives will be the economic effects upon local communities, especially with regard to loss of real estate assessed valuation. This same principle applies to potential temporary takings for construction period purposes.
3. NEC Future must consider all neighborhood and community disruption. Every development has a neighborhood impact. Those impacts must be considered.
4. NEC Future must consider traffic impact and conduct an appropriate traffic analysis and study.
5. NEC Future must consider the noise impact and conduct an appropriate noise analysis and study.
6. NEC Future must consider the impact in parking and conduct an appropriate analysis and study.
7. NEC Future must consider if advancement will result in any loss of assessed valuation in the communities, and a method to compensate those communities on a permanent basis for such loss must be devised.
8. NEC Future must conduct a careful analysis of impacts upon businesses.
9. NEC Future must consider the impact on public safety and security and conduct an appropriate analysis and study.

It is respectfully suggested that the FRA give significant weight and attention to Mineola's above comments.

Conclusion

Commentary upon the NEC Future Tier 1 Draft Environmental Impact Statement prior to any presentation of a potential design for the proposed project is a very difficult chore. Without design detail (or even concept), one is left only to surmise what is proposed. Such surmise has not been made here. As a result, further comment will be made once a design shall have been proposed.

Long Island is a special place. The residents of Long Island strive to preserve and promote a quality of life which focuses upon safety, security, fine homes, manicured lawns, uncluttered roads, culture, recreation, education and a sense of community. Any project proposed for Long Island must also protect and promote that quality of life.

Long Island also has a special business community. The business owners and professionals in the village are committed to complementing the residential community in promoting Long Island as a wonderful place to visit or in which to live or work.

It is urged that the environmental review of the proposed NEC Future take into consideration and share in, at every phase and in every category of review, the promotion of the dearly-held values of the Long Island community.

Respectfully submitted,

Scott P. Strauss,
Mayor
Incorporated Village of Mineola

NEC DEIS Comments - RECORD #2080 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Virginia

Last Name : Millhiser

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 will also destroy the views and quiet of the Lieutenant River, one of the last underdeveloped areas in and around Old Lyme.

NEC DEIS Comments - RECORD #2438 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Robert

Last Name :

Mills

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 #2186 DETAIL

Status :

Record Date :

2/15/2016

First Name :

Travis

Last Name :

Minetti

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 #808 DETAIL

Status : Action Completed
Record Date : 2/11/2016
First Name : Bonnie Gallo
Last Name : Minkler
Stakeholder Comments/Issues :

11 February 2016

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

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

Dear Ms. Braegelmann:

Please, please, no! Not another shortsighted state project that puts natural places and wildlife at risk and as a result, diminishes our world and our lives!!! As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This ill-advised proposal would chop off and destroy 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would 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.

The laws that established National Wildlife Refuges state that the land should not be used for purposes OTHER than 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.

Sincerely,
Bonnie Gallo Minkler
Baltimore, MD

NEC DEIS Comments - RECORD #3077 DETAIL

Status : Unread
Record Date : 2/17/2016
First Name :
Last Name : Peter
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:

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

choose an alternate that does not disturb a national treasure.

Sincerely,

Peter Minkler

NEC DEIS Comments - RECORD #652 DETAIL

Status : Action Completed

Record Date : 2/9/2016

First Name : Joseph

Last Name : Miragliuolo

Stakeholder Comments/Issues :

I understand there is an option being considered, which entails going through rural northeastern CT. That would radically change (read: ruin) a beautiful, bucolic area with absolutely no gain for the residents. We already have a suitable corridor, which is already dedicated to transportation--Route 95. If the rural route is acted upon, there will be more than considerable resistance from a well-educated, vocal population.

NEC DEIS Comments - RECORD #2063 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Patricia

Last Name :

Miranda

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. As a long time professor at the college I have seen the extraordinary lives of our students grow and thrive, the college build strong relationships and support from local community, who become part of our students lives. With the new merger with University of New Haven the college continues to grow, to develop a unique and powerful arts program. our students go on to major graduate programs with full scholarship, and create dynamic lives in the arts all over the country. Only recently new dorms were built, and our community is truly a testament to the arts and culture of CT. In addition, the town of Old Lyme remains historically important to the history of the arts in America, with a long tradition going back to the American Impressionist movement. To put a rail line right through it would devastate its historical significance, along with our very special school.

NEC DEIS Comments - RECORD #2259 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Stephanie

Last Name : Miranda

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the NEC futures proposal because it would destroy the campus of Lyme Academy College of Fine Arts.

NEC DEIS Comments - RECORD #1923 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Pouya
Last Name : Mirmahboub
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 #1132 DETAIL

Status : ██████████
Record Date : 2/13/2016
First Name : arthur
Last Name : misiaszek
Stakeholder Comments/Issues :

Alternative 1 includes a proposed alignment through my community of Old Lyme, CT. Additional engineering and reasonable mitigation is required to make this alternative acceptable to me and my family. We support the vision of NEC Future and understand and support the proposed improvements in the NEC.

NEC DEIS Comments - RECORD #1309 DETAIL

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

I am writing to you today to express my opinion about the possible impact of the proposed rail line which would cut through several towns in our area. Of major concern is your proposal known as 'Alternative 1' which proposes the addition of a new rail segment between Old Saybrook Station and Kenyon, RI. This plan shifts the rail line northward of the current route and will run through several communities in Southeastern CT but it's potential impact on historic Old Lyme Village and the natural resources surrounding the area where the Connecticut River meets Long Island Sound is unthinkable.

The Lower Connecticut River Valley has been recognized by many state, national and international organizations as ecologically important and is considered to be one of the Western Hemisphere's forty "Last Great Places." It is one of our most important natural, recreational and scenic areas in the Northeast and many communities have not only worked hard to protect this natural resource but preserve their town's historical character. Old Lyme is a "jewel" in the Ct River Valley and this proposal will surely compromise the historical significance of this picture perfect community and the natural resources surrounding it.

I understand the importance of improving and expanding our railway systems but not at this expense. Careful planning is key to any good decision. I encourage you to visit our beautiful area and hope that you will see why this proposal must be stopped.

Thank you for your time and consideration.
Peg Mitchel

NEC DEIS Comments - RECORD #1033 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Alison

Last Name : Mitchell

Stakeholder Comments/Issues :

I am 84 years old and a native of Old Lyme Connecticut. I am deeply distressed that the proposed Alternative 1 will virtually dissect the town that is a gem of small town America. It has been a flourishing cultural community and has an impressive history since its establishment in the 1600s. It stands proudly guarding the mouth of the Connecticut River.

I find the lack of communication with town officials and citizenry appalling. Please do not destroy my faith in the democratic process. As I have said to my friends and neighbors I plan to fight this proposal in any way that I can. The plan is so poorly conceived that I cannot believe that anyone involved at NEC has ever stepped foot in our town. Please go back to the drawing board and put your glasses on. Thank you for listening.

NEC DEIS Comments - RECORD #986 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Pamela

Last Name :

Mitchell

Stakeholder Comments/Issues :

The destruction of Old Lyme, CT in favor of NEC's Alternative 1 is an abomination. I'm crying at the thought. Old Lyme has such history, grace, and beauty and is a glorious piece of the small-town America fabric. Please, please stop the madness!

NEC DEIS Comments - RECORD #1384 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

SANDRA

Last Name :

MITCHELL

Stakeholder Comments/Issues :

I STRONGLY OPPOSE ALTERNATIVE I FOR THE NORTHEAST CORRIDOR. THE TOWN OF OLD LYME IS AN HISTORIC AND IMPORTANT TOWN KNOWN FOR ITS PLACE IN AMERICA'S ART HISTORY. IT ALSO HAS A FRAGILE ECOSYSTEM.

MR. MITCHELL: Hello. I'm Steven Mitchell. I'm kind of a complicated sort. I'm on the board of directors of the East Coast Greenway, and I'm a car dealer.

I rode my bicycle across country when I was 20. I went backwards through the windshield of a car when I was 32 years old. Being on the board for East Coast Greenway for the past six years, I got to see amazing cities, and multimodal is the way to go, it's the way of the future.

Just as a little preface to the Millennials here, we drove the other night to *Bikes vs. Cars*, the movie here in Hartford the other night, and we used a new Volvo hybrid, and we used zero gasoline. The electricity we used for that car came off of the solar panels on our Volvo showroom. So the Volvo was powered by the sun. Pretty cool stuff.

So in the essence of this, I also have done a walk of shame, I was explaining on the way in. I rode my bicycle from Baltimore to Washington, D.C., and I tried to take an Amtrak back from Washington back to BWI, and I was told to get off the train, because I had a bicycle on the train. And the train had already left the landing, and I had to walk about 400 yards back to the platform. That's unacceptable.

So for the future of America and again for many people in here, most people are here from the State of Connecticut, people are leaving the state. I think we all get that. And for us to attract young people, it's going to be difficult for Connecticut, because we're competing with Boston. My son, who went to San Francisco, is now in Boston. And that's why, the cities that have become bicycle friendly communities, it all comes together. And not to dis cars too bad. But it's a system that has to work. Thank you.

HEARING OFFICER SIEGEL: Thank you. I see a hand.

NEC DEIS Comments - RECORD #416 DETAIL

Status : Action Complete

Record Date : 1/30/2016

First Name : Daniel

Last Name : Mittelman

Stakeholder Comments/Issues :

Please recommend alternative 2 or 3. Alternative 1's cost and disruption are not justified by the relatively minor reduction in travel time.

NEC DEIS Comments - RECORD #1339 DETAIL

Status : [REDACTED]
Record Date : 2/14/2016
First Name : Joyce
Last Name : Mletschnig

Stakeholder Comments/Issues :

Old Lyme is one of the last great places in Conn. And should not be turned into a rail corridor. Old Lyme is a historic art community as one of the birthplaces of American Impressionism and the Lyme Academy of Fine Arts would be destroyed. Don't do this to our town!

NEC DEIS Comments - RECORD #1386 DETAIL

Status : Unread

Record Date : 2/14/2016

First Name : Peter

Last Name : Mletschnig

Stakeholder Comments/Issues :

Please extend the public comment period for six months

NEC DEIS Comments - RECORD #232 DETAIL

Status :

Action Completed

Record Date :

1/22/2016

First Name :

Bradley

Last Name :

Mock

Stakeholder Comments/Issues :

I have a concern about the placement of the rail in Alternative Option 1 as it pertains to the path through Old Lyme.

The alternative 1 plan on Map Sheet 32 does not highlight any of the cultural significant locations within Old Lyme as noted here:

http://www.oldlyme-ct.gov/Pages/OldlymeCT_Selectmen/FRA_DraftMapCTRiver121515.pdf

The "purple line" appears drawn rather cavalierly through the heart of downtown.

I sincerely hope this drawing is a "rough draft" and not an actual plan as this would completely decimate the only commercial part of the entire town and runs right through the a college campus.

This rail provides nothing for the town of Old Lyme - there is no stop here. I strongly recommend that more care be taken in the placement of any new rail. I understand that communities will be affected, but please refrain from decimation.

Thank you.

NEC DEIS Comments - RECORD #1201 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Bernecia

Last Name :

Moeller

Stakeholder Comments/Issues :

The high speed express trains running through eastern Connecticut have already negatively impacted several communities, and damaged shoreline habitat vital to fish and fishing in Long Island Sound. To further damage our shoreline--and you must acknowledge it is damage, only justified as for the 'greater good'. This is not the first time that negative impact has been so justified, and no greater good achieved, so that argument holds no water.

NEC DEIS Comments - RECORD #1754 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Mar

Last Name : Mogollon

Stakeholder Comments/Issues :

I strongly recommend present rail lines through the CT shoreline be made rails-to-trails and new rail lines added along or between the present freeway I-95 for minimal environmental impact. This would be a very progressive move such as done in Chicago.

NEC DEIS Comments - RECORD #1753 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Mar

Last Name :

Mogollon

Stakeholder Comments/Issues :

I strongly recommend present rail lines through the CT shoreline be made rails-to-trails and new rail lines added along or between the present freeway I-95 for minimal environmental impact. This would be a very progressive move such as done in Chicago.

NEC DEIS Comments - RECORD #863 DETAIL

Status :

Action Complete

Record Date :

2/11/2016

First Name :

Nancy

Last Name :

Mol

Stakeholder Comments/Issues :

As a home owner in Old Lyme, CT, I am greatly distressed and concerned about the welfare of our town. I am very much opposed to the Alternative 1 of the draft EIS for the NEC plan to improve rail service.

The Alternative 1 option would destroy our historical district and buildings, specifically The Florence Griswold Museum. Our town's Art cornerstones, Lyme Art Association and Lyme Art Academy of Fine Arts would also be decimated.

The environmental effects on Old Lyme would be devastating in terms of destroying wetlands, open space and areas of archeological importance. Neighborhoods would be destroyed along with our town library.

The real estate value of our property would be greatly impacted.

Please reconsider and not move toward this Alternative 1 option of this plan. I am strongly opposed to Alternative 1 and implore you to look into other solutions to improve rail service between large cities.

NEC DEIS Comments - RECORD #205 DETAIL

Status : Action Completed

Record Date : 1/20/2016

First Name : Andrew

Last Name : Moll

Stakeholder Comments/Issues :

I am a frequent user of the NEC trains. I think only Alternative 1 or some variation of it should be considered. There is one bridge in Northern NJ that should be replaced, and the tunnels into NY Penn station should be upgraded/maintained, perhaps also the tunnels in Baltimore. Doing or requesting too much is going to get the entire project killed by Congress or local voters. Tell the public that this is a needed expense and people are probably more likely to approve.

NEC DEIS Comments - RECORD #2458 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Jessica
Last Name : Monagle
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 #1497 DETAIL

Status : Action Completed
Record Date : 2/14/2016
First Name : Kimberly
Last Name : Monson
Stakeholder Comments/Issues :

Hello,

I am submitting this request for the NEC to change the plan to run a high speed train through historic Old Lyme CT. It's an irresponsible choice. Old Lyme is the home of American Impressionism, artistically and historically significant for those unaware (which this plan would suggest). Along the highway is the Lyme Art Association the oldest national art association and a celebrated fine arts college, The Lyme Academy College of Fine Arts that has been training artists traditionally for 40 years. Also along the highway, in the direct path of this bad plan, is the Florence Griswold Museum, Miss Floence house every major impressionist worth a damn when they came in to paint from NYC, Boston, and Philly. Many relocated or bought homes in Lyme or Old Lyme because of the painterly light unique to this area reminiscent of the south of France, UNIQUE. It may seem insignificant as art is not respected and beautiful places get overlooked. But this plan would destroy something very special, fragile and beautiful. This plan is irresponsible and needs to be re routed. Do the right thing.

NEC DEIS Comments - RECORD #1736 DETAIL

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

February 15, 2016
Objection to NEC Future
Tier 1 Draft EIS - Alternative 1

I am writing to raise concerns regarding NEC Future Alternative 1. The Environmental and Ecological impacts of this proposal have not been adequately considered by the FRA. The importance of the Connecticut River estuary has been recognized globally, particularly as a "Wetland of International Importance" by the Ramsar Convention:

CONNECTICUT RIVER ESTUARY AND TIDAL RIVER WETLANDS COMPLEX

Connecticut River Estuary & Tidal Wetlands Complex. 14/10/94; Connecticut; 6,484 ha; 41°15'N 072°18'W. State Wildlife Management Areas, State Parks. The longest and largest river system in New England. Shifting sandbars have preserved the river's extraordinary assemblage of natural and undisturbed plant and animal communities. The site includes open water; fresh, salt and brackish tidal wetlands; floodplains, river islands, beaches, and dunes. The system serves as essential habitat for numerous regionally, nationally, and globally rare or otherwise significant species and forms an extensive biological corridor that links marine and estuarine waters of the Atlantic Ocean. Many migratory and Neotropical bird species nest or winter in the marshes, which regularly support over 10,000 individuals, consisting of 18 species of waterfowl. Two million people live in the river basin that supports active commercial and recreational fisheries, various tourist facilities and activities. Hunting and trapping represent considerable revenues to the state. Ramsar site no. 710. Most recent RIS information: 1995.

NEC Future Alternative 1 proposes significant disturbance and destruction of the estuary. The impacts that NEC Future will have on this delicate ecosystem, and the community that has worked tirelessly to protect it, must be more carefully considered.

NEC DEIS Comments - RECORD #3001 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Jody
Last Name : Holton
Stakeholder Comments/Issues :

Please find the attached letter with comments on the NEC Future Tier 1 Draft EIS

Jody Holton, AICP
Executive Director
Montgomery County Planning Commission
610-278-3756 (o)
215-681-8843 (c)
JHolton1@montcopa.org<mailto:JHolton1@montcopa.org>

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Attachments : NEC Comment Letter EDITED 2-11-16jh.pdf (70 kb)

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**MONTGOMERY COUNTY
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JODY L. HOLTON, AICP
EXECUTIVE DIRECTOR

February 16, 2016

NEC FUTURE

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

Dear Ms. Reyes-Alicea:

Montgomery County, PA, located just outside the City of Philadelphia appreciates the opportunity to provide comments on the Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS) for NEC FUTURE. Montgomery County has over 800,000 residents and 500,000 people who work in the County. As the county with the second largest population and number of jobs in the nine-county Philadelphia region, second to Philadelphia, we value the economic opportunities and the high quality of life of having easy access to Amtrak's Northeast Corridor, SEPTA's regional rail, and the Amtrak's Keystone services. Many of the people who live, work, or attend school in Montgomery County benefit from access to the Northeast Corridor, whether it is through the Amtrak Keystone Service, connecting through SEPTA's regional rail service at 30th Street Station, or parking and riding at 30th Street Station, North Philadelphia Station, Cornwell Heights, or other stations in the region. With these stakeholders in mind, we offer the following comments on the Tier 1 Draft EIS.

- *Keystone Service - One Seat Ride to NYC* - AMTRAK's Keystone Service between Harrisburg and New York City runs through Montgomery County and includes a stop within our borders at Ardmore. It is important that any changes to the Northeast Corridor preserve the one-seat ride to New York City on the Keystone Service, and keep convenient connections to other NEC services. Montgomery County desires that an increase in the frequency of Keystone service on the Northeast Corridor be planned for under any future potential scenario.
- *Allow for a seamless connection to high-speed service from the Keystone* - If the preferred alternative creates high-speed rail that is separate from 30th Street Station, both the Keystone and the high-speed rail services should stop at a station outside of Center City Philadelphia (such as Cornwell Heights with a park-n-ride) where passengers can make a seamless connection between the two, rather than having to take a separate trip from 30th Street Station to a new station in Center City.
- *Consider ticket affordability* - We support increased frequency and capacity along the Northeast Corridor to allow more people to use the corridor instead of driving. While affordability of the service did not appear to be addressed directly in the purpose and need statement of the Tier 1 analysis, NEC FUTURE should consider ways to maintain and expand the most affordable service while maximizing the capacity of the corridor, such as

double decker vehicles. Providing affordable transportation options could help provide access to jobs for diverse income levels and populations along the corridor.

- *30th Street Station as an Intercity Rail Station* - Finally, Montgomery County understands that 30th Street Station will continue to remain a major hub under all three alternatives presented in the Tier 1 Draft EIS. We support this approach and stress how important it is that 30th Street Station remain a significant intercity rail asset, not only for the Northeast Corridor, but for the potential future additional intercity service to western parts of Pennsylvania such as Pottstown, Bethlehem, and Quakertown.

We look forward to participating in the planning process moving forward.

Sincerely,

A handwritten signature in black ink that reads "Jody Holton". The signature is written in a cursive, flowing style.

Jody Holton, Executive Director

NEC DEIS Comments - RECORD #304 DETAIL

Status : Action Complete

Record Date : 1/27/2016

First Name : Joseph

Last Name : Moody

Stakeholder Comments/Issues :

Hello,

What is very concerning is the lackluster public input solicitation that the Federal Railroad Administration (FRA) has had with Long Islanders. To have only one poorly advertised public hearing in Nassau County, for all of Long Island, is disturbing.

Besides I attended the meeting at the Nassau County Legislators Building. The information was lacking, where exactly will the tracks go, how will our communities be impacted. Ant questions that were asked, the people were told to meet the woman leading the discussion in the back of the room after the meeting. How is that transparent?

The FRA has not giving any good reasons to do "Alternative 3". The cost is too much and the construction would devastate many Long Island Communities.

NEC DEIS Comments - RECORD #1469 DETAIL

Status :

Not Completed

Record Date :

2/14/2016

First Name :

Lesley

Last Name :

Moore

Stakeholder Comments/Issues :

Alternative 1 would not only ruin our Town of Old Lyme but also would destroy the historical structures that make our community so unique. Lyme Art Association, the Florence Griswold Museum, Lyme Academy....it is unthinkable.

NEC DEIS Comments - RECORD #1356 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Marcia

Last Name :

Moore

Stakeholder Comments/Issues :

I like alternative 2 or 3, because they broaden the option of rail transportation. But why not include Bradley International in the play? Why just Providence?

NEC DEIS Comments - RECORD #1106 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

Stephen

Last Name :

Moore

Stakeholder Comments/Issues :

I am in agreement that rail service in new England needs some upgrades, but I am utterly opposed to the stealthy and well-cloaked way in which this has been conducted. I have absolutely no faith in our elected representatives who appear to have been hoodwinked by you as well.

Alternative 1 is a no-brain rejection in my view. To converge rail construction with an overloaded highway that will itself be under construction until 2017, monopolize traffic and roadways through the main commercial artery of Old Lyme. Since neither Old Lyme or Niantic will be getting a high-speed rail stop, there's plenty of room further north to pass over the CT river with a shorter span and less-occupied real estate.

NO, NO, NO to alternative 1. I can't believe you pissed away so much taxpayer's money on such a poorly planned 'study'>

NEC DEIS Comments - RECORD #284 DETAIL

Status :

Action Complete

Record Date :

1/25/2016

First Name :

Stephen

Last Name :

Moore

Stakeholder Comments/Issues :

The Alternative 1 proposal for the Old Lyme area is INSANE. Move it north about 10 miles, where there's plenty of space and a need for another bridge to replace the ferry (make it a bridge for both vehicles and trains)
Alternative 1 would not only destroy the town of Old Lyme, but also disrupt I95, since all the building machinery would use 95.

NEC DEIS Comments - RECORD #2926 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Suzanne

Last Name : Mora

Stakeholder Comments/Issues :

Total disregard for environmental impact on long island sound just to save a little travel time.

NEC DEIS Comments - RECORD #565 DETAIL**Status :**

Action Complete

Record Date : 2/5/2016**First Name :** Gabriel**Last Name :** Morey**Stakeholder Comments/Issues :**

Hello FRA--

I am a senior public policy major at William and Mary who is most likely moving to the DC area this spring. The Northeast Corridor is a major reason why I want to live in DC and stay on the Northeast. The convenience and relaxation of an Amtrak trip beats driving any day, even with the higher cost. Driving takes too long and too much energy, and is an environmentally unsustainable way to travel. Additionally, for a young person on a tight budget, flying takes too much money and time, especially when flying necessitates getting transportation to and from the airport.

I want to see a robust NEC, and therefore support the 4th alternative. Although it costs the most, the increased service and competitiveness achieved by the 4th alternative is unbeatable. Currently, the NEC is a patchwork of 20th and 19th century infrastructure. Only a transformation will give us a 21st century rail network.

NEC DEIS Comments - RECORD #2431 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Danielle

Last Name : Morgan

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 #1158 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Margaret
Last Name : Morgan

Stakeholder Comments/Issues :

this project risks destroying not just a town, but a historical destination. Traffic on 95 is already treacherous, please do not add to the problem.

NEC DEIS Comments - RECORD #3030 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Evelyn

Last Name :

Morgen

Stakeholder Comments/Issues :

The impact of the high speed railway cutting through Old Lyme CT would be devastating to this historic town and famous art colony, and to the mouth of the Connecticut River which is a federally protected Heritage River and home to nesting Ospreys. Please find another route!!

NEC DEIS Comments - RECORD #2062 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Jim

Last Name : Moriarty

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 #983 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

Nicholas

Last Name :

Moriarty

Stakeholder Comments/Issues :

please do not put aaa rail through PatuXEnt wildlife refuge, we have too few conservation areas left in the northeast.

NEC DEIS Comments - RECORD #2668 DETAIL

Status :

Not Complete

Record Date :

2/16/2016

First Name :

Barbara

Last Name :

Morris

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. my daughter recently graduated from UNH. I am confident that good alternatives are available which would not be so destructive and detrimental to this historic area.

NEC DEIS Comments - RECORD #2626 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Linda

Last Name : Morris

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 #2007 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Michael

Last Name :

Morris

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

NEC DEIS Comments - RECORD #772 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Roy

Last Name : Morris

Stakeholder Comments/Issues :

Fix the choke points, and make the infrastructure more reliable. Fancier fixes are interesting, but not realizable.

NEC DEIS Comments - RECORD #1069 DETAIL

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

Dear Ms. Braegelmann:

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

As a citizen of Maryland and a lover of our state's few remaining wild places I am very concerned by this proposal.

The 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 already 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. This area was 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 US 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,

Jo Morrison

NEC DEIS Comments - RECORD #2162 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

John

Last Name :

Morrison

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 #2546 DETAIL

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

This is ridiculous. It sounds destroy the beautiful of a quaint, historic new england town. An artist haven! I'm outraged and disgusted at this proposition.

NEC DEIS Comments - RECORD #651 DETAIL

Status : ~~Active/Complete~~

Record Date : 2/9/2016

First Name : Jessica

Last Name : Morrissey

Stakeholder Comments/Issues :

I am totally against alternative 1. Do NOT destroy Old Lyme. Project our towns and our shores.

NEC DEIS Comments - RECORD #1703 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Rachel

Last Name :

Mosier

Stakeholder Comments/Issues :

I am against Alternative 1. Further destroying the shoreline and the coves is criminal. Too many inlets have already died due to lack of waterflow when the existing line was built. Besides, any alternative that does not involve getting the rail closer to our biggest city - Hartford - and our biggest university - UCONN - is a waste of time and money.

MS. SIEGEL: Then we go to Tristan Mountanos.

MR. MOUNTANOS: My name is Tristan Mountanos. I'm a member of the public that's interested in the project.

I'm mostly in favor of Alternative 1, especially since it -- one of the things you address is the Hudson Tubes. And the reason why I believe the Hudson Tubes need to be addressed as soon as possible is because of the fact that, during Superstorm Sandy, one of the tunnels was damaged, and there is a report that was released recently that says it needs to be repaired. If one of the tunnels gives out, then Amtrak transit service will be reduced by 75 percent. And you really can't put more people on the PATH trains, because those are already at capacity. And I'm sure if anybody has gone over the GW Bridge or the Lincoln and Holland Tunnels, you already know that those are also at capacity, so you can't really put more people in there either.

If the tunnels wash out while there are people inside them, then that would obviously be a big problem and would cause many unnecessary deaths.

So I believe that we should push forward for Alternative 1, focusing on upgrading things like the Hudson Tubes that really do increase capacity and increase the speed and service of the Northeast Corridor.

MS. SIEGEL: Thank you.

NEC DEIS Comments - RECORD #2248 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Paulette
Last Name : Moye
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 #505 DETAIL

Status : Action Completed

Record Date : 2/2/2016

First Name : Margaret

Last Name : Moylan

Stakeholder Comments/Issues :

Keep Amtrak! It is the best way to travel for the environment.



Metropolitan Transportation Authority

State of New York

Rebecca Reyes-Alicea
USODT – Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

February 16, 2016

Dear Ms. Reyes-Alicea,

The MTA is pleased to offer the following comments on the Federal Railroad Administration (FRA) Northeast Corridor Future Draft Tier 1 EIS (DEIS) document within this letter and attachment.

We appreciate the efforts of FRA and its team to assess the needs of the Northeast Corridor (NEC) region and welcomed the opportunity to participate in the review and discussions of the methodology and draft findings. The FRA's transparent and thorough efforts provide a significant contribution to understanding of the region and its rail transportation system, and underscores the importance of restoring the NEC to a state of good repair and maintaining and expanding the role of rail to enhance the region's economy and environment. While the DEIS establishes alternative visions for the NEC, we agree with statements made by FRA that the regional railroads' capital planning and investments are not bound by these alternatives.

Our comments presented in the attachment focus on specific items of the DEIS or to request clarification of points made in the document. More broadly, we offer the following observations to provide input to the FRA's decision-making and selection of a Preferred Alternative.

- We agree that the NEC must be brought to a State of Good repair and maintained in that condition as a baseline. As pointed out, many sections of today's NEC are more than 100 years old and show evidence of functional or structural obsolescence. MTA is an owner of a portion of the NEC in Westchester County, NY, and has made considerable investments over the last 30 years to bring it to a State of Good Repair (SGR). We have also worked with our partners in Connecticut to bring the NEC from the state line to New Haven to a State of Good Repair. Construction projects needed to attain SGR can temporarily diminish railroad operating capacity, but the long-term benefits are well worth short-term inconvenience.
- We also concur that maintaining SGR will require long-term dedicated funding to prevent future deferred maintenance and returning to inadequate service levels. A broad partnership of the railroads, states, and FRA will be required in the NEC Commission forum to provide sufficient resources to maintain the benefits of improving the NEC.
- We are reviewing projects in the DEIS through the lens of New York and MTA priorities that have been established by our capital program process. These include:
 - Metro-North Railroad "Penn Station Access" that will add commuter service to Penn Station and four new stop in the eastern section of the Bronx along its New Haven Line of the NEC, which is a goal of New York State. This project will also

The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Metro-North Railroad
MTA Bridges and Tunnels

MTA Capital Construction
MTA Bus Company

advance broader NEC goals by improving and expanding the Hell Gate Line in the Bronx.

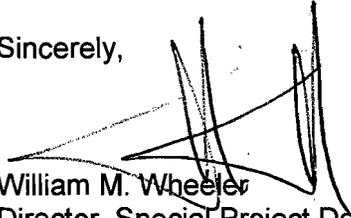
- Additional trans-Hudson river rail capacity is important to NEC services and to expand New York City's access to labor markets in New Jersey as well as enhancing service provided by New Jersey Transit under contract to Metro-North for Rockland and Orange County, New York customers, and beyond.
- LIRR Expansion Project, the addition of a third track along LIRR's Main Line in Nassau County, provides new service opportunities, supports regional economic activity, reduces traffic congestion and improves air quality
- Reuse of the Farley Post Office in Manhattan for regional rail including LIRR and Metro-North, and Amtrak use as well as redevelopment of the current Penn Station into modern and welcoming passenger facilities.

Therefore, MTA agrees that the FRA concept of a "Universal First Phase" of investments is a good building block to provide important improvements to NEC service quality and quantity and support inclusion of the Penn Station Access and trans-Hudson projects in the Universal First Phase. We encourage FRA support of the LIRR and Penn/Farley projects as highly supportive of increased use of NEC services.

- We request FRA continue to clarify the relationship of the DEIS, the future Preferred Alternative, and Service Development plan, with more explanation about the steps that would prioritize these NEC projects and programs for federal funding support and streamlined FTA, FRA and other federal NEPA and permitting reviews. Likewise, we would appreciate FRA clarifying how "Tier 2" NEPA analysis might occur when a state or local sponsor decides to pursue a project that might be an element of the Universal First Phase or other Proposed Alternative, particularly if the project is pursued with another USDOT lead agency such as FTA.
- Lastly, we request FRA clarify the statement on page 10-12 regarding coordination among NEC stakeholders, "As noted, the FRA considers these issues of great importance and would consider conditioning future federal funding on the commitment to achieving necessary governance and institutional changes upon completion of projects." Please clarify what governance and institutional changes FRA seeks to bring about, or how funds will be withheld by USDOT until such changes are made.

The attachment provides specific comments to details within the DEIS and we submit them for your consideration. We would be happy to meet with you to clarify any of our comments, and look forward to working with the FRA to continue to improve the NEC to meet the environmental and economic development goals of our region.

Sincerely,



William M. Wheeler
Director, Special Project Development and Planning.

CC: D. Betty, J. Hyland, K. Walther – LIRR
M. Shiffer, B. Sterman – MNRR

Attachment – MTA comments to specific pages of NEC Future DEIS.

Executive Summary

1. Page 30 – Description of the Universal First Phase, who will undertake the Universal projects, and do they become requirements of the NEC users? Suggest a statement like that of the hearings, eg: the implementation of the projects are not the obligation of the commuter railroads.

Chapter 3

2. Page 3-9, paragraph starting “Regional travel trends...” seems contradictory in that it suggests much of the growth in commuter rail arrival volumes have occurred in the off-peak. How does this trend “put pressures on ageing and capacity-constrained infrastructure?”
3. Page 3-10, paragraph starting “current conditions...” second sentence seems to offer opinions that while may seem correct are not backed up by analysis offered here. MTA’s strategy to address constraints in the East River Tunnels and Penn platforms is the LIRR East Side Access project.
4. Page 3-11, bottom paragraph would be strengthened by a gap or opportunity analysis for commuter rail or Intercity to airport trends.
5. Page 3-12, third paragraph last sentence, not clear what trip is described or how it’s accomplished, or the gaps in such service. LIRR travelers to NJ can switch to NJ Transit trains within Penn Station.
6. Page 3-14, first paragraph. The sentence “A primary cause of delays...” is not supported in the hyperlink referenced in the footnote; in addition, the cited website is not available. The FRA Section 207 performance report for Quarter ending 6/2015 does not support this assertion. Commuter Train Delays are rarely the primary causes of service delay; many are scheduled Amtrak work or mechanical trouble. Per the Amtrak monthly report for June 2015 time period, "other passenger rail" (not commuter) caused 6% of delay-minutes and freights were 3% to NEC trains.

Chapter 4

7. In regard to the PSA service levels and plans, the information provided to the NEC Future was the best information available at that time reflecting the on-going conceptual planning effort. It will be updated with the involvement of PSA stakeholders as that planning effort continues.
8. Page 4-13, second paragraph section 4.2.2.1, consider adding to Operational Improvements an evaluation of trains for proper consist length so as to maximize seats

offered by each train before adding additional trains that consume more track occupancy time.

9. Page 4-13, second bullet section 4.2.2.1 would be strengthened by offering analysis of benefits and challenges of “through-running” regional rail service at NY Penn. While it would no doubt be more convenient for travelers across the suburbs to not change trains in the terminal, there’s no analysis of how large these markets are, or the origin-destination pairs for such trips to evaluate this statement.
10. Section 4.2.2.2 (Page 4-15) The DEIS states that “Each Action Alternative preserves freight access and operations on the NEC and does not preclude future expansion opportunities.” In this regard, how does the NEC Future DEIS account for CSX and P&W future storage/staging along the Hell Gate Line on the tracks that they currently use?
11. Section 4.2.2.4 (Page 4-21) - The discussion of physical improvements associated with stations outlines footprints for different “levels” of stations (Major Hub, Hub and Local). Due to limited space within the environs of most Metro-North stations, expanding the stations footprint to provide for additional platforms for new services may require significant land takings.
12. Table 4-4, why two rows for Regional rail push-pull, single level or bi-level? Also please explain what “Tier” refers to.
13. Table 4-5 (page 4-24) NEC Future Stations - It is unclear if the stations listed in the table are Major Hubs, Hubs or Local. A column should be added to provide clarity.
14. The Parkchester Station (Station ID # 79) should be called Parkchester/Van Nest.
15. Table 4-7 (Page 4-32) The table recommends that the New Haven Yard be expanded to maintain Hartford Line equipment. Is it assumed that this expansion will occur by not impacting land that could be used to expand the NHL New Haven Yard, should that need to occur?
16. Table 4-8, East River trains per hour counts don’t seem to correlate to the investment Alternatives, eg: how does Alternative 1 tph rise to 68 when no additional trans-East River capacity is provided, etc. The footnote to the table indicates the table does not include LIRR East Side Access volumes via the 63rd Street Tunnel.
17. Table 4-9, East River regional rail screenline is a very large number that may be theoretically possible but please note this is not an MTA goal, nor has any analysis been performed to understand the ability of the rest of the LIRR network to support such service levels to PSNY.
18. Table 4-8 (Page 4-39) – FRA should clarify that the train volumes represented in this table are demand, not capacity. Also the total East River service level for the No Action Alternative appears to be in error.

19. Section 4.5.2 (Page 4-41) - How will Intercity Travel times between NYC and Boston decrease by 30 minutes? Which infrastructure improvements will help achieve that and what time savings are associated with each?
20. Page 4-42, last paragraph. It's not clear how this would be accomplished how regional rail services could make use of spare HSR line capacity. Speeds of regional rail and HSR intercity are very different by FRA discussion in prior paragraphs, so HSR would have to slow down behind the regionals. Likewise, headways of one minute are uncommon even in rapid transit environments. More documentation is needed for these DEIS points.
21. Page 4-45, new track for Alternative 1. Not clear why two new tracks for the Hell Gate Line in Queens are needed, or how they would be accommodated. Please clarify here, bullet list on top of page 4-46 and Alternative 2 page 4-49, Alternative 3 section 4.6.3.2, etc.
22. Section 4.6.1.1 (Page 4-45) Metro-North does is not convinced that a Shell Flyover is needed to address a chokepoint at Shell Interlocking. Recent improvements were made to Shell Interlocking to address the issue.
23. Section 4.6.1.2 (Page 4-45-4-46) – New track projects, include “Hell Gate Line, Queens NY and Bronx NY, expanded to 4 tracks”. It should be noted that PSA will only require the expansion of tracks only on a portion of the Hell Gate Line in the Bronx. Further, the freight service and related freight operator rights between the Bronx River Bridge and Gate Interlocking may limit the ability to expand the number of passenger service tracks in that area.
24. Page 4-49, Alternative 2 New Segments, 8th bullet. We do not object to two new East River Tunnels to Queens, but their placement within Penn and Long Island City would make a large difference in how they can be used by the PSNY railroads. Likewise, the new tubes would likely need to access larger train storage yards in Queens. This need and potential location in a densely developed urban area should be discussed.
25. Figure 4-8, No Action Alternative. Please show and label LIRR East Side Access project.
26. Section 4.7.1.6 (Page 4-58) The description of the Hell Gate Line includes a discussion of the line being at grade near I-278 in the Hunts Point section of the Bronx. It is actually a combination of cuts and grades to account for the area's varying topography.
27. Page 4-63, please note the two new Hell Gate tracks in Queens.
28. Section 4.7.2.3 (Page 4-63) – Alternative 1 does not address two new tracks on the HGL for PSA.
29. Figures 4-12 and 4-16 – consider adding Penn South to this graphic.

30. Section 4.7.3.5 (Page 4-69) – Alternative 2 also does not address two new tracks on the HGL for PSA.
31. Figure 4-19, consider clarifying figure to indicate that all three new lines east of PSNY are not proposed as one option.

Chapter 5

32. Table 5-15. Additional information may help the understanding of this table, including the relative contribution of high-speed, “metropolitan” and regional service to the changes; effect of changing fares, service levels, or trip times, etc.

Chapter 9

33. Page 9-8, paragraph beginning “Alternative 1...” The discussion of service growth in Alternative 2 resulting from through-running operations under the East River needs further description and discussion. While the concept layout of the Alternative may provide for the proposed train movements, far more details are needed on where such trains would be stored, turned-back, or serviced, as well as analysis of the travel markets to assess feasibility and use of such services.
34. Table 9-2. Entry for East River screenline are confusing: first, the sum of total trains does is not the sum of the train counts directly above, and second, the practical capacity estimates are not well defined, that is, how does capacity grow from 38 trains/hour in the No Action option to 48/hour in Alternative 1? Likewise, how does Regional Rail volumes grow from 36/hour to 68/hour in Alternative 1 with the infrastructure proposed?
35. Table 9-3. Please explain why entry for East River ridership is forecasted to decrease between Existing NEC scenario to No Action alternative.

Chapter 10

36. General – As any phasing plan will affect service on Metro-North owned territory, therefore Metro-North will want to be involved in its development.
37. Table 10-1 (Page 10-5) Universal First Phase Projects – Aging Infrastructure and Major Chokepoints –
38. As previously noted, MNR is not convinced that a Shell Flyover is a necessary Phase 1 project.
39. Hell Gate Line 4-tracking – As previously noted, freight rights and agreements may prevent additional passenger tracks being constructed between the Bronx River Bridge and Gate interlocking.

40. Section 10.3.1 (page 10-11) first bullet implies that the success of the Alternatives relies on through-running of regional rail services at Penn Station NY. If this is the foundation of the DEIS analysis, then this point should be carefully documented, and sub-alternatives created that do not rely on such service models as the NEC Future process can not compel what would effectively be mergers of local railroads.
41. Section 10.3.2 (Page 10-12) - For the Universal First Phase projects to be implemented, planning and sequencing must address the availability of sufficient railroad labor forces.
42. Page 10-12, paragraph beginning, "Resolving these issues..." FRA should clarify the meaning of this statement regarding FRA's potential withholding of federal funding unless some new form of NEC governance is attained.

Comments to Appendix Materials

43. Appendix B.5 - The service intervals and the times that have been provided by the study assume very aggressive train timings and seem to have been created with little regard to the current schedules or service patterns that are in place. Our major concern is contained on page 21 where the concept of through-running is stated to enhance throughput. This concept has been studied and has shown to actually reduce capacity in the PSNY environment. While one would think intuitively that trains could just continue in their arrival direction (New Jersey to Long Island is the stated example), it is reality that a number of things need to happen at the platform that in every case relates to increased station dwell. Increasing any dwell on a platform in PSNY has a negative effect on performance. We are concerned that an opinion like this could influence public opinion when it is not based in a realistic perspective.
44. Simplified Operations (Appendix B.5 Page 22): All timetables and schedules are coordinated for all 3 carriers at Penn Station. The concept of "Simplifying Operations" while adding service does not have historical precedent, rather the opposite has been observed.
45. Various Models (Appendix B.5 pages 25 – 28): While I understand that certain assumptions have to be made I'm not sure that the conclusions drawn are accurate. For example, Appendix B.5 Table 12 on page 46 indicates that a NYC – Nassau – Ronkonkoma – New Haven route would result in 6.6M riders per year while the existing NYC – New Rochelle – Stamford would accommodate 4.4M riders per year. Furthermore when those numbers are broken down it is a comparison of 18,082 riders/day compared to 12,055 riders/day - are the projections of 6,000 riders/day worth the investment?
46. Table 10 (Appendix B.5 page 45): is the 10 minute travel time estimate from Ronkonkoma to Stamford realistic?

47. While estimates were provided for the Capital costs for each of the alternatives there are no comparative estimates for the cost to Operate and maintain this level of service and infrastructure.
48. We fully agree that the infrastructure has to be brought to a State of Good Repair which is mentioned in the "No Action" Alternative.
49. While obvious, the study goes out of the way to make the case for Gateway.
50. We fully support two additional East River Tunnels (Alternative 3).
51. It is assumed that a Diesel Locomotive only pulls four coaches. That isn't accurate. (page 19 of the Technical Memorandum)
52. Also, one of the premises assumed is that all equipment is "interoperable" – We suggest just getting to that point would require a major investment. Likewise, a consistent AC power specification for all future NEC work would be a major step to promoting interoperable equipment.

NEC DEIS Comments - RECORD #1548 DETAIL

Status : ~~Pending~~
Record Date : 2/15/2016
First Name : John & Eileen
Last Name : Mueller
Stakeholder Comments/Issues :

To Whom It May Concern-We are writing to express our concerns regarding the Tier 1 Draft EIS. The proposed plan will have a dramatic negative impact on the CT estuary encompassed w/in the proposed railway infrastructure along the CT shoreline. The impact has not only local but worldwide significance for migratory birds. As stewards of our environment, we need to be responsible and thoughtful when considering changes to the our regional environmental ecosystem w/ extended impact to connected environmental habitats. Finally, the cultural impact on the Old Lyme and other shoreline communities would be devastating. Many of us as long term residents of the community have worked tirelessly to maintain the exceptional cultural, scholastic and living environment offered to us as residents of vibrant shoreline CT communities. Please accept these concerns establishing a balanced proposal protecting the livelihood of the CT shoreline. With kind regards.

NEC DEIS Comments - RECORD #2777 DETAIL

Status :

Review Complete

Record Date :

2/16/2016

First Name :

Eileen

Last Name :

Mueller

Stakeholder Comments/Issues :

I am appalled that the FRA committee would seriously consider endorsing Option1 which would have the rail tracks run directly through the heart of the Old Lyme community. Your proposal would bring environmental risks to the area as well as negative financial impact to the town and Lyme Art academy. I would welcome the opportunity to share my concerns with a representative of the FRA.

NEC DEIS Comments - RECORD #2357 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Kathryn

Last Name : Muir

Stakeholder Comments/Issues :

when are people going to stop destroying beautiful old towns?

NO TRAINS THROUGH OLD LYME

NEC DEIS Comments - RECORD #415 DETAIL

Status :

Revision Complete

Record Date :

1/30/2016

First Name :

Douglas

Last Name :

Mulcahy

Stakeholder Comments/Issues :

As a family member who has lived in the lyme, old lyme area since the early 30"s, and love and appreciate the history and beauty of the town, I am shocked and totally dismayed by what I have just read. To casually destroy the beauty and history of the town is unacceptable.

NEC DEIS Comments - RECORD #625 DETAIL

Status : [REDACTED]

Record Date : 2/9/2016

First Name : Christine

Last Name : Mullaney

Stakeholder Comments/Issues :

Rebecca Reyes-Alicea:

Alternative 3 of the FRA plan for the Amtrak NE corridor is outrageous and never should have been proposed. It would destroy Garden City and other communities to our west and east. To propose such a destructive plan demonstrates how out of touch the FRA is with residents of Long Island. Please drop alternative 3 immediately. We can assure you, if you proceed with such a reckless proposal, the demonstrations against it will be huge and widespread.

Mr. & Mrs. Thomas Mullaney

[REDACTED]
[REDACTED]

Garden City, NY 11530

NEC DEIS Comments - RECORD #207 DETAIL

Status :

██████████

Record Date :

1/20/2016

First Name :

Patrick

Last Name :

Mullen

Stakeholder Comments/Issues :

Please bring back bicycle "roll on service" to the northeast corridor.

NEC DEIS Comments - RECORD #204 DETAIL

Status :

pending

Record Date :

1/20/2016

First Name :

Peter

Last Name :

Mullen

Stakeholder Comments/Issues :

stop talking about this and be about it. fix existing rail lines and upgrade before the world leaves us in the dust. yall been talking about this stuff forever. tell the feds to stop stealing rail money for the roads and airlines. we still run trains like the 1800s. pathetic system here.

Sincerely,

Stephen Mullen

+++Steve

NEC DEIS Comments - RECORD #1669 DETAIL

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

Do not approve Alternative 1. That proposal would significantly alter that Old Lyme historic district, which is a gem. It would despoil the Lyme Art Academy and the entire art district. I oppose Alternative 1.

NEC DEIS Comments - RECORD #242 DETAIL

Status :

Action Completed

Record Date :

1/23/2016

First Name :

Ted

Last Name :

Mundy

Stakeholder Comments/Issues :

Your proposed route through Old Lyme is very destructive to the fabric of the community, its conservation resources and the natural setting of the place. Please reconsider and INVOLVE our local leaders.

NEC DEIS Comments - RECORD #936 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Edward

Last Name : Munster

Stakeholder Comments/Issues :

Sirs:

With all due respect to the need to improve commuter rail service in the United States, this Alternative 1 would be a disaster. Destroying the heart of this town, the art college and the many historic buildings are too high a price to pay. I am not a resident of Old Lyme but while I an advocate for historic preservation this proposal impacts so much more that is critical to this shoreline town that it cannot be allowed to proceed.

Edward Munster

[REDACTED]

[REDACTED] former Senator from the 3rd State Senate District

[REDACTED] Member of the Board of Trustees of the Connecticut Trust for Historic Preservation

MS. MUNTZ: I came in for the second crew, but I'm hearing stuff that I'd like to speak about.

THE MODERATOR: Okay. So just -- I don't know if you were here when I said, just make sure you introduce yourself and speak nice and slow and clearly so we can hear you.

MS. MUNTZ: Okay.

Well, I'm Eileen Muntz, M-u-n-t-z.

I live in Westbury, New York. I've been there since 1969.

I -- I've formed a love for Long Island and I appreciate how small it is. And I appreciate the traffic and I have family who won't come to Long Island because they say, we're not coming here, the traffic's always so terrible.

But I don't really see how a tunnel underneath the Long Island Sound would help Long Island. Long Island is really relatively small and I was looking at some of the population densities. The population density of Nassau County is 4,705. The population density of Suffolk County is 1,637 per square mile. For Fairfield County, Connecticut, it's 1,467, New Haven County 1,427, Hartford, 1,217, and New London County 412. It's just a relationship of land to the people who live there. And I mean, would you put a high speed rail train right through Yellowstone National Park? In a way, Long Island has reached the point of saturation.

Nassau County has lost the land -- the public sleigh riding area in the middle of Nassau County. So our kids, our families, have no place to sleigh ride. And if a few -- a few feet of track space would make sleigh riding help for the people and the kids who live on Long Island.

So I really don't see that this tunnel out to Connecticut will benefit most of the people on Long Island. It will be a degradation, I think, to the service. I can see more service into the City. I do see the viability of a third track going into the City where you can have higher speed service. And I think that would alleviate some of the pressure in the Island and some of the pressure on the expressway, the parkways. But the tunnel, the Amtrak going through the middle of Long Island, it's just really too small when you really look at it.

Thank you.

THE MODERATOR: Thank you.

THE MODERATOR: Is there -- are there any other folks who'd like to make a comment?

Okay. Come on up.

MS. MUNTZ: Thank you.

Eileen Muntz, Westbury, New York.

Again, I've been a resident of Nassau County for almost 57 years now. I love the county. I love the idea of high speed train. I think there is room for a high speed train corridor but, as I said, with the population density figures that I gave before, I really don't think Long Island is the place.

And the idea of digging tunnels under parts of the Island that -- Long Island is very dependent on its aquifer. That aquifer is the only place that we get our drinking water from. It's under a lot of pressure. There are plumes of pollution that they monitor that move towards the aquifers. And the idea of tunneling into the Island, which is a limited geographical area just to me does not make any sense. And, therefore, you would be required, I think, almost to build this as an elevated train and that would, I think, destroy the quality of life for people who are compressed into this very small geographic region.

Long Island and the Hamptons and the East End are worldwide tourist destinations. And I guess people are of the opinion that, perhaps, if we improve the transportation, more people could go there. But I think that the people who are already going here will tell you, there's no more room for anyone to go there.

So don't destroy the golden goose. And, also, this thing about employment that people from Connecticut can come and work at the hub on Long Island, there aren't enough jobs on Long Island for Long Islanders at this point. Young people are leaving the Island because they can't get good paying jobs because they can't take their kids outside and go on a sleigh ride.

So I think -- I would love a high speed train but I just don't think the Island is the place for it.

Thank you.

THE MODERATOR: Thank you.

Do you want to make a final comment?

MS. MUNTZ: One quick thing.

THE MODERATOR: Okay.

MS. MUNTZ: Eileen Muntz.

I just forgot to mention and I thank Scott for reminding me.

The -- it's not just an issue of using the right-of-way that's here to go through the Island to get to a tunnel to go over to Connecticut. There was the question of the electrical capacity, where are these electrical power plants going to be built? Where are they going to put those towers up? There's one in Hicksville that takes up a fairly good chunk of land on tiny Long Island. So where will this extra electrical capacity be built?

Thank you.

THE MODERATOR: Great.

Thank you.

Thank you very much.

THE MODERATOR: That's okay. He can state that for the record.

MR. MUNTZ: Yeah, I'm Ray Muntz. I live in Westbury.

I just was curious how we find out more information about the line's that's going through Long Island because very little is shown. And I know there are maps that are showing stuff but I don't know the details, elevated, tunnel, whatever, high speed, low speed. How do we find that out?

THE MODERATOR: I think that's best if once we close out the comment --

MR. MUNTZ: Okay.

THE MODERATOR: -- we'll be happy to chat with you in the back of the room.

MR. MUNTZ: Okay.

Thank you.

A VOICE: It's on the web page.

THE MODERATOR: That's okay. He can state that for the record.

MR. MUNTZ: Yeah, I'm Ray Muntz. I live in Westbury.

I just was curious how we find out more information about the line's that's going through Long Island because very little is shown. And I know there are maps that are showing stuff but I don't know the details, elevated, tunnel, whatever, high speed, low speed. How do we find that out?

THE MODERATOR: I think that's best if once we close out the comment --

MR. MUNTZ: Okay.

THE MODERATOR: -- we'll be happy to chat with you in the back of the room.

MR. MUNTZ: Okay.

Thank you.

A VOICE: It's on the web page.

NEC DEIS Comments - RECORD #1911 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Dinesh

Last Name : Munukoti

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 #1693 DETAIL

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

Why don't you repair your existing problems before you create new ones

NEC DEIS Comments - RECORD #152 DETAIL

Status : Pending
Record Date : 1/12/2016
First Name : Richard
Last Name : Murdocco
Stakeholder Comments/Issues :

Hello -

My name is Richard Murdocco, and I am a land use columnist. I am planning on attending the public hearing scheduled tonight at 6:00 PM in Mineola, but wanted to pass along my comments digitally as well.

Please find my comments attached as a PDF file.

If you need anything further, I'd be happy to provide it.

Thank you - and I look forward to presenting my comments this evening.

RJM

631-560-1450

*www.theFoggiestIdea.org <<http://www.theFoggiestIdea.org>>Follow on Twitter
[@TheFoggiestIdea](https://twitter.com/TheFoggiestIdea) <<https://twitter.com/TheFoggiestIdea>>Connect on Google
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<<https://plus.google.com/u/0/b/107599315492890005889/107599315492890005889/posts>>P:
1-631-560-1450 <1-631-560-1450>*

Attachments : Murdocco Public Comment NEC Future Jan 16.pdf (90 kb)



January 12, 2016

To Officials within the Federal Railroad Administration:

My name is Richard Murdocco, and I am commenting regarding the NEC Future proposal.

I am a land use columnist, who received my BA in both Political Science and Urban Studies from Fordham University, and my MA in Public Policy from SUNY Stony Brook. My published written work on the subjects of land use and real estate development appears frequently in *Newsday*, the *New York Daily News*, *Crain's New York Business*, *New York Magazine*, *Pacific Standard Magazine*, *Long Island Business News*, and in a weekly column for the *Long Island Press*. My work has also been featured live on-air on *CBS 2 New York*.

A collection of my published work and policy analysis can be found at my website, www.TheFoggiestIdea.org.

The NEC Future project is ambitious in scope, with impacts that would fundamentally resonate across countless communities on Long Island. As a region, Nassau and Suffolk Counties have more pressing transportation needs that affect residents and their livelihoods every day. Examples include construction of a third LIRR track between Floral Park and Hicksville, as well as the much-delayed Second Avenue Subway and East Side Access, all of which would open Long Island's access to the Northeast Corridor.

What is particularly concerning is the lackluster public input solicitation that the FRA has had with Long Islanders. It is disconcerting that the project has been shaped with stakeholders and policymakers since 2012, but only now, in 2016, is the public being brought into the planning process. Further, to have one public hearing in Nassau County, but not in Suffolk County, where a large majority of NEC Future work is proposed to take place, is troubling.

I formally request the opportunity for the 1.5 million residents of Suffolk County to share their input on this project in a formal public forum, with an extension of the public comment period being given as well.

Good transportation policy is grounded in an assessment of current and future community needs, as well as open and plentiful public input. In this case, it seems that a large majority of Long Island's residents, with the exception of a select few well-connected insiders, have been left out of the process.

I am optimistic that local elected officials, stakeholders and the FRA will remedy this, and I look forward to constructively working with them on improving quality of service on the Northeast Corridor in the New York Metro Area.

Richard Murdocco

A handwritten signature in black ink, appearing to read 'RM' followed by a long, sweeping horizontal line.

Founder and Publisher,
The Foggiest Idea
Rich@TheFoggiestIdea.org
631-560-1450



January 12, 2016

To Officials within the Federal Railroad Administration:

My name is Richard Murdocco, and I am commenting regarding the NEC Future proposal.

I am a land use columnist, who received my BA in both Political Science and Urban Studies from Fordham University, and my MA in Public Policy from SUNY Stony Brook. My published written work on the subjects of land use and real estate development appears frequently in *Newsday*, the *New York Daily News*, *Crain's New York Business*, *New York Magazine*, *Pacific Standard Magazine*, *Long Island Business News*, and in a weekly column for the *Long Island Press*. My work has also been featured live on-air on CBS 2 New York.

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What is particularly concerning is the lackluster public input solicitation that the FRA has had with Long Islanders. It is disconcerting that the project has been shaped with stakeholders and policymakers since 2012, but only now, in 2016, is the public being brought into the planning process. Further, to have one public hearing in Nassau County, but not in Suffolk County, where a large majority of NEC Future work is proposed to take place, is troubling.

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Good transportation policy is grounded in an assessment of current and future community needs, as well as open and plentiful public input. In this case, it seems that a large majority of Long Island's residents, with the exception of a select few well-connected insiders, have been left out of the process.

I am optimistic that local elected officials, stakeholders and the FRA will remedy this, and I look forward to constructively working with them on improving quality of service on the Northeast Corridor in the New York Metro Area.

Richard Murdocco

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

Founder and Publisher,
The Foggiest Idea
Rich@TheFoggiestIdea.org
631-560-1450

Now we have Rick Murdocco.

I probably mangled that one -- so you'll --

MR. MURDOCCO: That's okay. My handwriting's sloppy. It's Rich.

THE MODERATOR: It's Rich. Yes, you're right. It says Rich. Okay.

MR. MURDOCCO: My name is Richard Murdocco. I'm commenting regarding the NEC Future proposal.

I'm a land use columnist who received my BA in both Political Science and American Studies from Fordham University, my MA in Public Policy from SUNY Stony Brook. My published written work on the subjects of land use and real estate development and it appears frequently in *Newsday*, the *New York Daily News*, *Crain's New York Business*, *New York Magazine*, *Pacific Standard Magazine*, *Long Island Business News* and a weekly column for the *Long Island Press*. My work has also been featured Live on air on CBS 2, New York.

The NEC Future project is ambitious in its scope with impacts that would fundamentally resonate across countless communities on Long Island. As a region, Nassau and Suffolk Counties have more pressing transportation needs that affect residents and their livelihoods everyday. Examples include, construction of the third LIRR track between Floral Park and Hicksville, as well as the much-delayed Second Avenue Subway and East Side Access, all of which would open Long Island's access to the Northeast Corridor.

What is particularly concerning is the lackluster public input solicitation that the FRA has had with Long Islanders. And it's disconcerting that the project has been shaped with stakeholders and policymakers since 2012 but only now in 2016 is the public being brought into the planning process.

Further, to have one public hearing in Nassau County but not in Suffolk County, where a large majority of NEC Future work is proposed to take place, is troubling.

I formally request that opportunity for the 1.5 million residents of Suffolk County to share their input on this project in a formal public forum with an extension of the public comment period being given as well.

I am optimistic that local elected officials, stakeholders and the FRA will remedy this. I look forward to constructively working with them on improving the quality of service on the

Northeast Corridor in the New York metro area.

Thank you.

THE MODERATOR: Thank you very much. Thank you.

NEC DEIS Comments - RECORD #384 DETAIL

Status :

[REDACTED]

Record Date :

1/29/2016

First Name :

Dan

Last Name :

Murphy

Stakeholder Comments/Issues :

Alternative 3 would dissect and devastate Garden City, New York and other suburban communities on Long Island and is not an acceptable option.

NEC DEIS Comments - RECORD #1116 DETAIL

Status :

Reading

Record Date :

2/12/2016

First Name :

Kathleen

Last Name :

Murphy

Stakeholder Comments/Issues :

I absolutely approve of saving our wonderful coastline.

NEC DEIS Comments - RECORD #2055 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Karen

Last Name :

Murphy

Stakeholder Comments/Issues :

This plan is completely irresponsible and illogical . Why would you choose one of the most pristine areas in our state in an historic village and destroy it with this clearly not well thought out plan.. Which by the way we can ill afford !!! Just what we need .

NEC DEIS Comments - RECORD #425 DETAIL

Status : Action Complete

Record Date : 1/30/2016

First Name : Karen

Last Name : Murphy

Stakeholder Comments/Issues :

We do not need another Capitol expense the State of Connecticut is hundreds of millions of dollars in the red . And then to undo decades of land trust preservation in one of our most beautiful and pristine areas in the state is unconscionable!!!! NO NO NO . Who comes up with this stuff?? We have a perfectly fine line to Boston now. If you want to get to Boston quicker MOVE CLOSER !!!!

NEC DEIS Comments - RECORD #2465 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Kevin

Last Name :

Murphy

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.

NEC DEIS Comments - RECORD #2029 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

M.

Last Name :

Murphy

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 #2154 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Mary

Last Name :

Murphy

Stakeholder Comments/Issues :

I am against the NEC placing a rail line through the Lyme Academy of Fine Arts. The state of Connecticut has a history of ruining Connecticut's shoreline, beautiful historic areas, beautiful farm land vistas and historic old buildings with highways and oil tanks . Please do not allow this to happen to another beautiful historic area in CT.

NEC DEIS Comments - RECORD #325 DETAIL

Status : Action Complete

Record Date : 1/27/2016

First Name : Marie

Last Name : Murphy

Stakeholder Comments/Issues :

I am adamantly opposed to the proposal that would put an Amtrack train track through Garden Citythis would have a negative impact on the quality of life in our village ... Other options should be considered!!!!!!

Sent from my iPhone

NEC DEIS Comments - RECORD #2451 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Michael

Last Name :

Murphy

Stakeholder Comments/Issues :

Please consider making alternative plans to install the railway.

Thank you

NEC DEIS Comments - RECORD #45 DETAIL

Status :

Unread

Record Date :

12/5/2015

First Name :

walter

Last Name :

murphy

Stakeholder Comments/Issues :

It is time that our rail infrastructure be upgraded to 21st Century needs. We need a commitment to rail projects similar to the Interstate Highway act. High Speed rail should be from Richmond, Va to Boston, Ma. and Albany. Further projects should make High Speed Rail from Florida to Maine a reality with connections to Canada.

NEC DEIS Comments - RECORD #46 DETAIL

Status :

[REDACTED]

Record Date :

12/5/2015

First Name :

walter

Last Name :

murphy

Stakeholder Comments/Issues :

Alternate Plan 3 is the only one that makes sense. With growing population and diverse metropolitan centers the increase in track right of ways both in the south end but especially the North end of the NEC will make Rail travel easier and more accessible to the population of the areas served

NEC DEIS Comments - RECORD #2639 DETAIL

Status :

When Completed

Record Date :

2/16/2016

First Name :

Bob

Last Name :

Murray

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 #1026 DETAIL

Status : Action Completed

Record Date : 2/12/2016

First Name : Linda R.

Last Name : Myers

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 #2653 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Jill

Last Name :

Nadler

Stakeholder Comments/Issues :

I oppose Alternative 1 for the high speed rail through Old Lyme CT. Why would you want to ruin a beautiful bucolic town like Old Lyme?

NAIOP

COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION
CONNECTICUT AND SUBURBAN NEW YORK

One Regency Dr.
P.O. Box 30
Bloomfield, CT 06002

January 28, 2016

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

RE: NEC Future Tier 1 Draft EIS Alternatives 1-3

Dear Ms. Reyes-Alicea:

The Board of Directors of NAIOP's Connecticut & Suburban New York Chapter (NAIOP CT & Sub NY), has reviewed the Draft NEC Tier 1 EIS. It is an impressive, informative body of work. Our local NAIOP (Commercial Developers Real Estate Association) respectfully submits our comments for your consideration. We encourage the FRA to proceed immediately identifying a preferred alternative and following through as soon as possible with a Service Development Plan. If Connecticut is going to participate in the 7 million population increase through 2040, the Universal First Phase needs to be implemented as soon as possible to bring the New Haven Line (NHL) portion of the NEC up to a "state of good repair."

The NHL is in such a poor state of repair and so congested that rider times are increasing (see Minutes Matter published by the Business Council of Fairfield County, January 2016). The absence of sufficient state and federal funding to participate in its repair/increased capacity (adding rails) and the current long repair period to bring it up to a "state-of-good-repair" will undoubtedly "continue" to increase both rider times and unplanned, often catastrophic service disruptions. The NHL is at capacity and congested ("Getting Back of Track" Regional Plan Association, January 2014 at www.rpa.org). Without swift action to implement the Universal First Phase along the NEC, including the NHL, communities and real estate markets along the NHL face:

- Losses in business development,
- Reduced desirability of housing stock and office buildings in towns and cities along the NHL, and
- Foregone population growth and real estate values.

NAIOP CT & Sub NY members want the benefit of bringing the NHL up to a state-of-good repair. Implementation of high-speed intercity and faster regional rail service will benefit greatly from the population and economic development created by quick implementation of the Universal First Phase. That said, we are extremely concerned that the FRA's EIS process and its next step, preparing the Service Development Plan (Tier 1 Draft EIS P 10-1) not delay funding and work necessary to bring the NHL up to a good-state-of-repair. Please proceed speedily to implement a "Preferred Alternative."

While the EIS purpose is to provide information for selecting a "Preferred Alternative" for both regional and high-speed inter-city rail service along the entire NEC, our comments address primarily the New York to Hartford routes. In our opinion the preferred alternative, by all measures, is Alternative-3 using the New Rochelle-Stamford-New Haven route to Hartford. This combination of "alternative and route" provides the necessary comprehensive rail services and access to ridership in place along the New York to Hartford portion of the NEC.

Comments - Speed Train Routes:

There is an important typographical error that misstates the Alternative-3 fastest travel time from Washington, D.C., to Boston on page 4-42; Section 4.5.4. The Intercity-Express travel time from Washington, D.C. to Boston is incorrectly stated as 5 hours 10 minutes. Obviously if the average decrease from the No Action Alternative is 2 hours 55 minutes and the No Action Alternative travel time is 6 hours 15 minutes, then the correct Alternative-3 travel time is 3 hours 20 minutes.

Alternative -3: NAIOP SubNY&CT's Preferred Intercity Route

Intercity routes that by-pass Stamford and Norwalk undermine economic developments underway in those cities, appear to be inconsistent with the State Plan of Conservation and Development and are contrary to the long-term investment priorities stated in the Regional Plan Association's (RPA) New Haven Line Plan (see "Getting Back on Track," Unlocking the Full Potential of the New Haven Line, January 2014 at www.rpa.org)

Not White Plains-Danbury Route

The excess time necessary to construct over 55 miles of tunnels for the White Plains- Danbury route under Alternative 3 appear to make that route unrealistic. A likely material impediment to this route will be the time lost to eminent domain cases moving through the courts, postponing the "taking" of right-of-way (ROW) and ruinously delaying construction of that scope. The unrelenting 7-million increase in population through 2040 requires a more logical and defensible route.

Not Ronkonkoma-New Haven Route

For same reason the Ronkonkoma-New Haven-Meriden route (still Alternative -3) is an equally inappropriate solution to meet the FRA’s stated objectives to serve the anticipated 7 million population increase by 2040. Also the potential for environmental disruption and the huge cost of constructing and maintaining a tunnel under Long Island Sound make the Ronkonkoma-New Haven-Meriden route as untenable as the White Palins-Danbury route.

Favored New Rochelle-Stamford-New Haven Route

The New Rochelle-Stamford-New Haven route in Alternative 3 is the most realistic, achievable route and will certainly be the fastest way to implement an Inter-city speed train and regional rail services “necessary” to serve the NEC population anticipated to increase by 7 million people by 2040. This route also has access to the largest concentration of potential riders and, thus, the largest source of tickets purchase to best financially support both regional and Inter-city services along the entire NEC. Why? Because transfers are readily available from local commuter New Haven Line stations.

Unlike the other Alternative-3 routes, the New Rochelle Stamford-New Haven Route is consistent with economic developments underway in Stamford and Norwalk and consistent with the RPA’s well thought-out, specific proposals in its 2014 report “Getting Back on Track.”

Questions:

- Universal First Phase – There are many old stationary and moveable rail overpasses to be replaced on the NHL that are currently not funded in the foreseeable future. These types of repairs are included as “required” improvements in each of the Three Action Alternatives. Yet the Universal First Phase names these types of improvements in Sec. 10.2 as “required” to implement any of the three Action Alternatives.
 - To what extent are non-FRA design\construction plans and budgets prepared that can be incorporated in the Preferred Alternative and, the next step, the Service Development Plan?
 - In January 2014 the RPA released a New Haven Line Plan, including an “Emergency Action Plan” citing seven recommended investments estimated to cost \$3.6 Billion in addition to budgeted funding through 2020. Should such plans for segments along the NEC be adopted and referenced to further document terms like “Universal First Phase” and “State of Good Repair?”
 - According to the RPA, the Hell Gate bridge and access to Penn Station should be used to add capacity (more trains) to service NHL commuters. Using longer trains into Grand Central Station will not meet ridership demands. Is use of Penn Station to add capacity to the NHL included in the Universal First Phase?

- How much additional ROW will be necessary along the New Haven Line? How does the number and complexity of “taking” of ROW along the ROW compare to “taking” of ROW on proposed routes through Danbury (55-mile tunnel) and Ronkonkoma (tunnel under Long Island Sound)? Ruinous litigation is a high risk to project success.
- How legitimate will eminent domain cases (“acquisitions”) be in the courts? ROW “expansions” will likely have a better chance of success than taking copious amounts of “new” ROW on entirely new routes. Where ROW expansion is necessary, takings along the New Rochelle-Stamford-New Haven route in Alternative-3 have the most promising chance of timely success. Taking for new ROW tied to an improbable 55-mile tunnel construction (Alternate-3, White Plains-Danbury Route) will likely have a low chance of success in the courts.
- Assuming the New Rochelle- Stamford-New Haven route is the in Preferred Alternative, what improvements are within, and which are outside of, existing rail and I-95 ROW?
 - What impact will such rail use of highway ROW have on proposed improvements to I-95?
- Can you describe the terms aerial structure, embankment, trench and tunnel as proposed on the NHL in locations shown on maps in Appendix A, Mapping Atlas. Many are proposed on the NHL.
 - Please provide examples of such structures, where they are currently being used and what firms designed and built them.
 - How would “aerial structures” impact underlying stations and highways?

Ride Time, Occupancy, Value, Jobs

Timing is critical to bring the New Haven Line portion of the NEC up to a State of Good Repair for these additional reasons not stated in the EIS:

- Ridership times on the NHL have a large impact on office buildings ability to achieve high occupancy. Most suburban “office” buildings with a 15 minute “shuttle-bus” ride from NHL commuter rail stations were constructed 25 -35 years ago, designed for densities of 4 to 5 persons per 1,000-sq. ft. and zoned for parking at the old ratio of 2.5 to 3 spaces per 1,000 SF.
- Landlords are forced to rely on commuters to maximize occupancy. Today and increasingly in the future, tenants sign leases at densities of 5 to 6 persons per 1,000-sf. The inadequate old-ratio parking supply is quickly absorbed. Parking supply consumed by today’s high density tenants can effectively limit the occupancy of a building and

reduce its value. There is no room in the parking lot for the last tenant, unless the tenant mix contains numerous employees who ride the train.

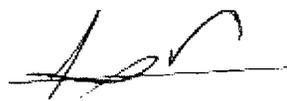
- Buildings accessible to a millennial labor pool can, therefore, achieve higher occupancies AND accommodate high density work spaces. Millennial employees need fewer parking spaces, but demand reliable access to trains and typically won't tolerate one-way commutes exceeding 45 minutes.
- Given the increasing travel time on the New Haven Line (see Minutes Matter published by the Business Council of Fairfield County, January 2016), many office buildings along the NHL risk being pushed outside the 45-minute commuter envelope. As rail travel times increase, access to labor pools declines and buildings suffer slowly increasing vacancy and value decline.
- As rider times on Metro North\New Haven Line increase, millennial workers and the firms they work for (tenants) refuse to occupy buildings too far from train stations. At 45 minutes total one-way commute, the landlord's shuttle bus is ineffective. Jobs are lost.

Hence it is crucial to accelerate the work to bring the New Haven Line to a State of Good Repair as soon as possible. Declining ridership and longer ride times threaten every office and apartment building along the New Haven Line with declining occupancy and slowly declining property value. Towns and cities suffer reduced ability to attract jobs. These conditions behoove the FRA to quickly identify the Preferred Alternative and move the next step, Service Develop Plan, toward implementing the Universal First Step and bringing the New Haven Line to a state-of-good-repair.

Respectfully submitted on behalf of the NAIOP Connecticut and Suburban New York Chapter,



John Stoddard , Project Chairman &
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NEC DEIS Comments - RECORD #169 DETAIL

Status : [REDACTED]

Record Date : 1/13/2016

First Name : Ralph

Last Name : Napolitano

Stakeholder Comments/Issues :

\$260Billion now..what would the cost really be As the project goes forward.

Before undertaking such a FUTUREISTIC PROJECT , why not consider eliminating the grade crossings on the MainLine, between Queens and Divide.

No doubt this will improve the OTP and enhance the safety of vehicular traffic, that traverse over the crossings on a daily basis.

Furthermore \$\$\$\$s should be allocated to the LIRR

to build two fly- over tracks in Jamaica, which will improve the commute time, to Brooklyn, LIC, and Manhattan bound trains.

In addition tracks along the MainLine in the Westbury Area at Nassau IV Interlocking should be extended over the Meadowbrook Parkway, and connected to existing tracks near Quinten and Roosevelt street, which would provide LIRR access to a hub where the Nassau Coliseum is located.

COMMUTERS would have the capacity to travel on the Port Jefferson or MainLine branches to the planned Nassau Hub.

This project would not require the MTA to take over any private property, as the ROW currently exist,but has been long abandoned.

A huge benefit to Long Islanders.

To build a RailRoad from Ronkonkoma to the L.I. Sound for a highspeed train, seems to be an unrealistic and extremely costly undertaking.

NEC DEIS Comments - RECORD #1334 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Joann

Last Name :

Narkis

Stakeholder Comments/Issues :

Find another alternative. Old Lyme should remain as it isn't: a historic treasure

NEC DEIS Comments - RECORD #2290 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Elizabeth

Last Name :

Nash

Stakeholder Comments/Issues :

I oppose Alternate 1 of the northeast Corridor proposal because it will destroy the Lyme Academy Fine Arts campus of University of New Haven

NEC DEIS Comments - RECORD #377 DETAIL

Status :

Review Complete

Record Date :

1/29/2016

First Name :

Laura M.

Last Name :

Schaefer

Stakeholder Comments/Issues :

Nassau County Legislator Laura Schaefer would like to request a meeting with representatives of the U.S. DOT Federal Railroad Administration with regards to the "Alternative 3" proposal for a high speed rail line through Nassau County!

Please let this office know of a date and time for representatives to meet with members and staff of the Nassau County Legislature on this very important matter!

Thank you

John Hommel

Legislative Assistant to

Laura M. Schaefer

Nassau County Legislature

Theodore Roosevelt Executive and Legislative Building

1550 Franklin Avenue

Mineola, New York 11501

(516) 571-6214

[Description: Description: Description: Description: NC Color]

NEC DEIS Comments - RECORD #326 DETAIL

Status : [REDACTED]

Record Date : 1/27/2016

First Name : Andrew

Last Name : Nauta

Stakeholder Comments/Issues :

I am in favour of any improvement of service to and from Waterbury as it will be beneficial to this city. I note your proposal via Danbury on alternate 3, and consider it viable. However, since this will not, if accepted, be sooner than proposed, it would be advantageous to improve the present service until the alternate 3 proposal is reality. Therefore, I propose an express train be utilized between Waterbury, Bridgeport, and New York City with bus service for points between Waterbury and Bridgeport, with the latter in both directions. Presently it requires a patron 2.5 hours to and from Waterbury and Grand Central during peak hours, and running express would cut that to under two hours, in my opinion. This is still too long, but better than existing.

Andrew Nauta

[REDACTED]

Waterbury CT

06708

NEC DEIS Comments - RECORD #727 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Maureen

Last Name : Nayowith

Stakeholder Comments/Issues :

I'd love to see rail become a viable transportation alternative for the Northeast. I'd prefer to travel that way more often if it was faster, cleaner and safer. I'd go for Option 3 - let's start moving to where other countries are in terms of rail travel.

NEC DEIS Comments - RECORD #1499 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Debra

Last Name : Nazar

Stakeholder Comments/Issues :

The only rail service that should be expanded is from New Haven to Hartford and stops between. Connecticut need rail service that entices manufacturing and corporations to locate here other than in Stamford and metro NYC. If new Haven and Bridgeport and Hartford are to grow and expand , Amtrak's plans do not help. You need local cT railway service like the Shoreline east to cross and go diagonal and vertical, not owned by Amtrak, MetroNorth, NYC Port Authority - strictly CT owned and operated rather than tolls on I95. Residents in Old Lyme will have the town designated as Historic Preservation to fight.. Malloy has sold is out.

NEC DEIS Comments - RECORD #406 DETAIL

Status :

████████████████████

Record Date :

1/30/2016

First Name :

Juliette

Last Name :

Nazro

Stakeholder Comments/Issues :

Do not let this project get a foot hold! Old Lyme with it's historic museums and plain beauty needs to be preserved.

NEC DEIS Comments - RECORD #1636 DETAIL

Status : Action Complete

Record Date : 2/15/2016

First Name : Lucy

Last Name : Kempf

Stakeholder Comments/Issues :

Good Afternoon,

Please see attached comment letter regarding the NEC FUTURE Draft EIS, as prepared by the staff of the National Capital Planning Commission (NCPC).

Best,

[NCPC_2010_logo]

The Federal Planning Agency for America's Capital

Matthew J. Flis, AICP-CUD, LEED-AP

Senior Urban Designer | Urban Design & Plan Review Division

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Attachments : 7760 NEC FUTURE Draft EIS Comments 02.12.16.pdf (157 kb)



IN REPLY REFER TO:
NCPC FILE No. 7760

February 12, 2016

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

Re: Tier 1 Draft Environmental Impact Statement (EIS) for NEC FUTURE Comments

Dear Ms. Reyes-Alicea:

Thank you for the opportunity to provide scoping comments on the preparation of the Environmental Impact Statement (EIS) for the Northeast Corridor Future (NEC FUTURE) project, and for working with the National Capital Planning Commission (NCPC or Commission) staff early in the process. In general, NCPC supports the study's intent to enhance inter-regional and multimodal transportation service, and to improve access to the Nation's Capital. The *Comprehensive Plan for the National Capital*, which outlines planning polices for the National Capital Region (NCR), clearly states the importance of developing and maintaining a multi-modal regional transportation network that meets the needs of residents, workers, and visitors.

NCPC's comments on the EIS are based on our role as the central planning agency for the federal government within the NCR. In general, NCPC protects national interests in the form and character of the nation's capital and its function as the seat of federal government. We are interested in planning issues associated with the design and use of federal lands, buildings, and other resources; the protection and enhancement of parks and historic resources; transportation and mobility; environmental stewardship; livability; and quality visitors' experiences to the city.

The Commission approves site development and building plans on federal lands and transfers of jurisdiction in DC. (40 U.S.C. Section 8722(b)(1) and (d)). In addition, NCPC retains advisory review over federal projects within Prince George's County, Maryland. Given our potential approval role over particular elements (i.e. landscape improvements, new structures, etc.) of the project, NCPC requests Cooperating Agency status to help us satisfy any applicable environmental and historic review responsibilities under the National Environmental Policy Act (NEPA) and National Historic Preservation Act. As the project is developed further through the Tier II process, please use the following comments to help collect the kind of information that will allow the Commission to assess impacts to the federal interest within the NCR.

Future Development / Transportation

The NEC crosses through the Washington Metropolitan Area, which is projected to experience significant employment and population growth during the next 40 years. To help ensure that the project is as compatible as possible with local, State, and federal plans within the Region, the Tier II EIS should evaluate potential impacts from the project to local/regional plans and economic conditions, both during and after construction.

It is our understanding that NEC will terminate at Union Station, which serves as a major transportation hub and historic resource for the Washington, DC region. Any impacts to Union Station should be analyzed with a relatively high level of detail as the NEPA process continues. The Tier II EIS should also evaluate potential impacts to local, regional, and Interstate transportation systems, including inter-related changes in freight movement by trucking and rail, both during and after construction. For a list of NCPC transportation studies/initiatives that may be appropriate for coordination with the NEC study, please consult the NCPC website at: www.ncpc.gov. Also, please be aware of these on-going federal, District, and Washington Metropolitan Area Transit Authority (WMATA) studies:

- Union Station Expansion Project;
- Long Bridge Study;
- DC to Richmond Southeast High Speed Rail;
- Union Station to Georgetown Transportation Improvements Environmental Assessment; and
- Momentum.

Historic and Cultural Resources

As a seat of the federal government, the National Capital Region has many nationally-significant features, views, and landmarks, including Union Station, where the NEC terminates. The physical layout of the city of Washington is historic, and Union Station holds a prominent position in the city plan. Designed by Daniel Burnham, Union Station was placed on the National Register of Historic Places in 1969, and is the central hub for rail transportation in Washington DC. Union Station is described in the McMillan Plan as “the grand gateway to the capital.” Recognizing that the proposed project has the potential to affect historic properties and the character of this area, the following historic views and properties should be analyzed in the Tier II EIS:

- Impacts to contributing view sheds, such as Louisiana, Delaware, and Florida Avenues.
- Impacts to surrounding historic properties, including but not limited to, the US Capitol and Capitol Grounds, Union Station, the Russell Senate Office Building, and Federal Home Loan Bank Board Building.

Parks and Open Space

The NEC currently bisects several large parks and open spaces, including the US Department of Agriculture's National Arboretum, US Fish and Wildlife Service's Patuxent Wildlife Refuge and the National Park Service's Kenilworth Aquatic Gardens, Brentwood Maintenance Facility, Anacostia Park, and Fort Lincoln. The Tier II EIS should evaluate potential impacts from station and infrastructure design on both the historic, natural and cultural resources, and visitor experience.

Natural Resources and Sustainability

The NEC crosses several major watersheds including the Anacostia River, Patuxent River, and Western Branch. The Comprehensive Plan's Environmental Element provides policies related to water quality, tree replacement, and wildlife preservation that should be used to guide the project's future planning and design. Every effort should be made to avoid construction within the floodplain (100 and 500-year); to remove trees in excess of the number of new trees planted as mitigation; and to avoid sensitive ecological and wildlife areas along the corridor. Specifically, the following topic areas should be analyzed in the Tier II EIS in enough detail to enable NCPC to assess potential future impacts to federal property within the National Capital Region:

- Changes in vegetation and tree canopy
- Stormwater runoff and management, including both federal and local requirements
- Impervious surfaces
- Energy use
- Impacts from construction, including noise and air quality

Significant Downtown Washington, DC Federal Properties

The NEC FUTURE study should document impacts to several important federal properties that are located near the railway corridor, including the: Thurgood Marshall Federal Judiciary Building, U.S. Government Publishing Office headquarters, and the U.S. Alcohol, Tobacco, Firearms & Explosives headquarters.

Study Coordination

To ensure a full and proper analysis of the proposed project, NCPC staff requests that FRA coordinate the preparation of the EIS with the following agencies and organizations: National Park Service (NPS), General Services Administration (GSA), Commission of Fine Arts (CFA), US Courts, District of Columbia Office of Planning (DCOP), District Department of Transportation (DDOT), DC State Historic Preservation Officer (SHPO), and the Architect of the Capitol (AOC). Furthermore, NCPC staff also recommends FRA coordinate the project with other relevant projects

Ms. Rebecca Reyes-Alicea
Page 4

and planning studies, including those for Burnham Place and the Union Station Expansion Project.

NCPC staff appreciates the opportunity to participate in the scoping stage and we look forward to continued involvement in the process and the project. If you have any questions regarding our comments, please contact me at 202.482.7257 or lucy.kempf@ncpc.gov, or Michael Weil at 202.482.7253 or michael.weil@ncpc.gov.

Sincerely,



for Lucy Kempf
Director, Urban Design and Plan Review Division

cc: Peter May, National Park Service
Mina Wright, General Services Administration
Stephen Ayers, Architect of the Capitol
Christine Osei, Maryland-National Capital Park and Planning, Prince George's County
Frederick Lindstrom, US Commission of Fine Arts
Mr. Andrew Lewis, District of Columbia State Historic Preservation Office

NEC DEIS Comments - RECORD #2747 DETAIL

Status : Unread

Record Date : 2/16/2016

First Name : Keith

Last Name : Rodgerson

Stakeholder Comments/Issues :

Levelling an art school in CT when there are very few left in the region is extraordinarily short-sighted. The project needs to be oriented around retaining the educational institution and the historic structures that comprise it and sustaining both the jobs and educational opportunities the school has provided for over 50 years.

NEC DEIS Comments - RECORD #2862 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : John

Last Name : Filchak

Stakeholder Comments/Issues :

northeastern connecticut
council of governments

ashford - brooklyn - canterbury - chaplin - eastford - hampton - killingly - plainfield
pomfret - putnam - scotland -sterling - thompson - union - voluntown - woodstock

Attached please find the Northeastern Connecticut Council of Governments comments regarding the Environmental Impact Statement (Tier 1 Draft EIS).

John Filchak
Executive Director
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Attachments : NEC Future Comments.pdf (214 kb)



neccog

ashford - brooklyn - canterbury - chaplin - eastford - hampton - killingly - plainfield
pomfret - putnam - scotland - sterling - thompson - union - voluntown - woodstock

February 15, 2016

Tier 1 Draft Environmental Impact Statement Comments

NEC FUTURE

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

The Northeastern Connecticut Council of Governments (NECCOG) represents a sixteen town region in northeastern Connecticut. NECCOG's member towns are Ashford, Brooklyn, Canterbury, Chaplin, Eastford, Hampton, Killingly, Plainfield, Pomfret, Putnam, Scotland, Sterling, Thompson, Union, Voluntown and Woodstock. Each municipality is represented by their respective chief-elected official. We have concerns regarding the impacts to our region in the Tier 1 Draft Environmental Impact Statement.

First, we have no issue with the stated purpose of the NEC FUTURE. We concur that we must *"improve the reliability, capacity, connectivity, performance, and resiliency of future passenger rail service."* Our concern relates directly to alternatives 2 and 3. The alternatives traverse areas of our region that are currently in a rural condition as compared to using existing rail corridors such as the New England Central or the Providence and Worcester Rail corridors.

The NECCOG region is a rural region (by Connecticut standards) with a current population of just under 96,000 persons. Geographically, the Region is large (just over ten percent of Connecticut's total area) - covering 562.8 square miles; characterized by rolling hills, forests and farms. The concentrations of population are those that developed in the 19th and 20th centuries in association with water-powered manufacturing. According to 2010 data from the University of Connecticut, Center for Land Use Education and Research, northeastern Connecticut's land cover consisted of nearly 10% "Agricultural Field", Over 71% forested land, and just 9.3% "Developed" land cover. Our unique circumstances of being a largely undeveloped rural region led Congress to establish the Quinebaug and Shetucket National Rivers Heritage Corridor - now known as the Last Green Valley. We are also home to the Route 169 National Scenic Byway (which would be traversed by Alternative 2 and Alternative 3).

We ask that NEC FUTURE strongly consider the impacts on our region before selecting an alternative to pursue. NECCOG is supportive of passenger rail improvements and would like linkages from our region to regional centers such as Worcester, Boston, New London and beyond. Our preferred approach is to use the existing active rail corridors - such as the Providence and Worcester Rail Line - which runs north-south through our region to enhance passenger rail options in the future.

We thank you for this opportunity to comment. Should you want additional information, please contact:

John Filchak, NECCOG Executive Director at john.filchak@neccog.org

NEC DEIS Comments - RECORD #278 DETAIL**Status :**

[REDACTED]

Record Date :

1/25/2016

First Name :

Hubert

Last Name :

Nealy

Stakeholder Comments/Issues :

Please, do not forget the Virginia connection to the NEC feeding from NPN, LYH, and RVR. As preparation to dovetailing an improved NEC into the SEHSR corridor, what considerations have been made on dual-mode electric/diesel locomotives that can run the entire NPN-BOS trip without the need for a locomotive change? The locomotive change at WAS is usually :30 to :35+, and I think more consideration needs to be given to rolling stock. Also, replacement of the Baltimore and Potomac tunnels, as well as adding additional track in to and out of NYP should be a priority.

I was angered to hear that Governor Cuomo cut a deal with Madison Square Garden to keep it where it is, rather than move it, thus giving designers of a NEC rebuild an opportunity to really make station and capacity improvements.

NEC DEIS Comments - RECORD #2788 DETAIL

Status :

████████████████████

Record Date : 2/16/2016

First Name : Rob

Last Name : Padgette

Stakeholder Comments/Issues :

Please accept the attached formal comment from the NEC Commission. We would appreciate a confirmation of receipt.

Thanks

Rob

Rob Padgette

Deputy Executive Director

Northeast Corridor Infrastructure and Operations Advisory Commission

840 1st St., NE, Suite 440 | Washington, DC 20002

202-847-0287 (o) | 202-368-6444 (m)

rpadgette@nec-commission.com<<mailto:rpadgette@nec-commission.com>>

Attachments :

2016-02-16_Report-Investing-in-NEC_FINAL.pdf (7 mb)

2016-02-10_NECF-Comment-Letter_Final_v07.00.pdf (169 kb)

Investing in the Northeast Corridor

Advancing the American Economy

February 2016





The United States Congress established the Northeast Corridor Commission (the Commission) to develop coordinated strategies for improving the Northeast's core rail network in recognition of the inherent challenges of planning, financing, and implementing major infrastructure improvements that cross multiple jurisdictions. The expectation is that by coming together to take collective responsibility for the Northeast Corridor (NEC), these disparate stakeholders will achieve a level of success that far exceeds the potential reach of any individual organization.

The Commission is governed by a board comprised of one member from each of the NEC states (Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland) and the District of Columbia; four members from Amtrak; and five members from the U.S. Department of Transportation (DOT). The Commission also includes non-voting representatives from four freight railroads, states with connecting corridors, and commuter rail operators in the Region.



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Executive Summary

This report illustrates how current and potential future levels of investment in the Northeast Corridor (NEC) could shape the economy of the Northeast region and the nation. It is not a cost-benefit analysis or a full economic impact study. Its purpose is to provide an economic context for deliberations regarding a vision for the NEC through the NEC FUTURE planning process under the leadership of the Federal Railroad Administration (FRA).¹

Economic Engine for the Region and Nation

The NEC region is home to nearly one-fifth of the U.S. population and, with \$3 trillion in annual economic output, the fifth largest economy in the world. Nearly a quarter of the country's top universities, a fifth of Fortune 500 company headquarters, and many top hospitals are located in this region which consists of just 2 percent of the nation's land area.

Economic activity depends on the efficient movement of people, goods, and ideas. Rail service along the NEC plays an essential role in this most densely populated part of the country, relieving congestion from the highway and aviation networks and unlocking access for families to higher-paying jobs and more affordable housing markets.

Over \$20 billion is needed² – on top of typical annual investments of between \$400 and \$500 million – to restore existing NEC infrastructure to a state of good repair, sustain existing service levels, and thereby protect current economic productivity. Levels of investment would have to exceed those figures in the coming decades to allow the economy of the Northeast and the country to advance alongside global peers.

Protect the Economy

As rail infrastructure along the NEC ages, the system is becoming more vulnerable to service disruptions. A previous study by the Commission found that a theoretical loss of all service along the NEC for just one day would cost the economy \$100 million.³ The present study finds that the cost of actual delays – measured in lost time and productivity – combined with the extra time users build into their schedules “just in case,” totals nearly \$500 million every year. That figure will grow in the coming years if historic levels of capital investment persist.

However, historic low levels of capital investment have even graver consequences. Aging infrastructure on the verge of failure has the potential to suspend or severely reduce rail service. Hundreds of thousands of workers depend on these rail services to access jobs in core markets, communities with affordable housing options, or both. If infrastructure is not restored to a state of good repair, the link between workers and jobs could be disrupted, increasing household costs in the short term and impeding regional business growth in the longer term.

A complete loss of NEC service could cost the economy \$100 million per day

Service disruptions already cost the economy \$500 million per year

Advance the Economy

Higher than historic levels of capital investment in the NEC – such as in the build alternatives under consideration in the NEC FUTURE process – could drive economic expansion and support U.S. global competitiveness. Additional capacity, improved travel time, and new origin-destination pairs could increase the attractiveness of already-strong U.S. markets, fuel the development of centers of innovation, and grow mid-sized cities throughout the region. Global competitors are benefiting from investments that take advantage of these principles and plan to invest many billions more. Relative to gross domestic product (GDP), countries like China, Switzerland, India, Spain, and Russia spend three to 15 times the amount the U.S. does on rail infrastructure.

Economic impacts related to transportation system use are easiest to forecast. NEC FUTURE estimates that once completed, the build alternatives would provide approximately \$4 billion in transportation-related benefits for users of the rail system. In addition to these direct user benefits, NEC FUTURE forecasts approximately \$500 million in potential non-rail user benefits, including increased safety and reduced emissions.

The Commission's previous study focused on the benefits for users of the highway and aviation systems – such as reduced congestion, emissions, operating and fuel costs, and traffic accidents – of investments to increase NEC capacity to keep pace with travel demand growth. That study forecast approximately \$8 billion in annual potential benefits.

Investments in the NEC to keep pace with travel demand growth could benefit the economy \$8 billion per year by 2040 in transportation-related cost savings alone; economic development benefits could be even greater

The potential benefits of investment related to increased global competitiveness and stronger connections between markets are difficult to quantify and thus are explored qualitatively in this report.

Bolstering markets that already lead the economy – the major job centers in New York, Washington, Boston, and Philadelphia – is crucial. Particularly in New York, investment in transportation capacity may be required to ensure the viability of projected job growth.

The potential for more transformative economic gain may lie in mid-sized cities such as Baltimore, Hartford, Newark, New Haven, Providence, and Wilmington. Their economies, with anchors such as research universities and corporate headquarters, stand to benefit from more reliable and frequent service, providing faster access to the financial and human capital resources of major hubs. Investment could attract more residents and employers to these communities where lower costs of living would be paired with high-quality rail connections to the larger markets. Such investment in infrastructure would support recent economic and demographic trends and align with local economic development plans already in place.



Downtown Boston and the Charles River

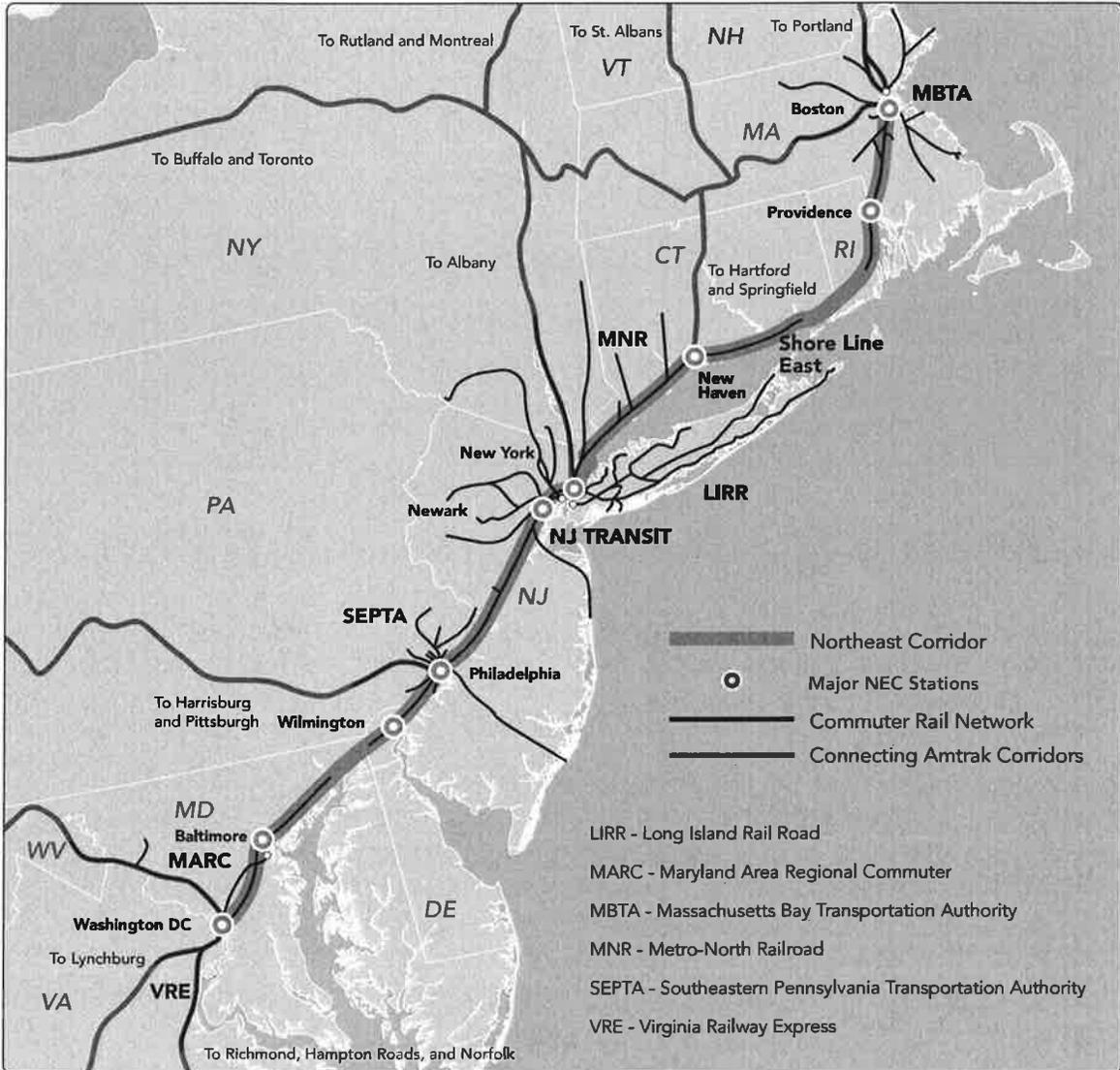
Introduction

Higher than Historic Funding Required to Protect and Advance the Economy

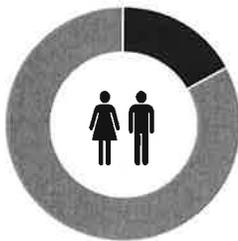
This report illustrates two ways in which higher than historic levels of capital investment in the Northeast Corridor (NEC) could impact the economy. The first increment of additional capital investment would be required to *protect* current economic productivity by sustaining existing service levels. A second increment of additional capital investment could *advance* the national economy in line with global competitors by improving access to markets.

This report builds on prior work of the Commission to outline the NEC's capital needs and critical economic role. This report is not a cost-benefit analysis nor an exhaustive economic impact study. Rather, the purpose of this report is to lay out how current and potential future levels of investment in the NEC could define the economic potential of the region and the nation. This work is intended to provide context for investment decisions framed by the NEC FUTURE planning process led by the Federal Railroad Administration (FRA).⁴ This report does not evaluate the specific investment scenarios under consideration but seeks to articulate how different levels of investment relative to recent history would impact the economy. It should be noted that the “No Action Alternative” outlined in the NEC FUTURE Draft Environmental Impact Statement (EIS) itself assumes increased investment — i.e., higher than historic levels of investment are required just to maintain current operating conditions.

Northeast Corridor Rail Network



U.S. Population



Home to 17% of the U.S. Population

Source: U.S. Census Bureau, 2010

U.S. GDP



Producing 20% of U.S. GDP

Source: Bureau of Economic Analysis, 2010

U.S. Land Area

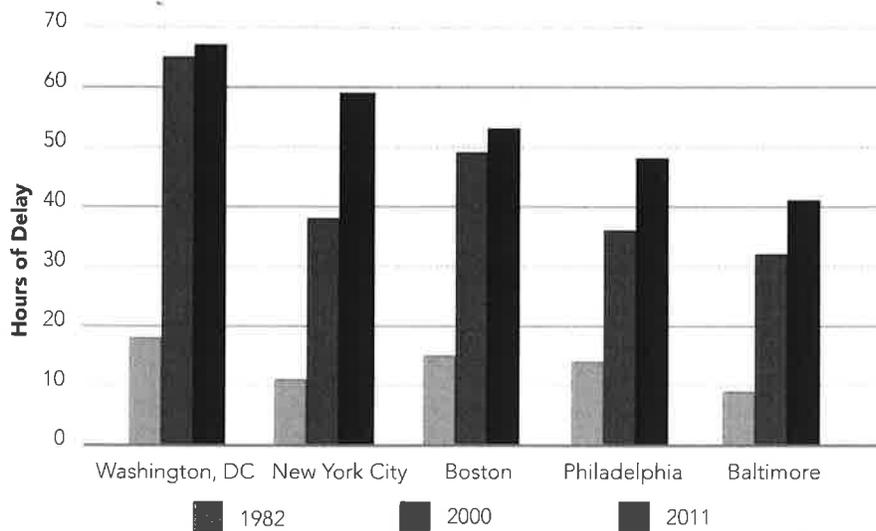


On just 2% of U.S. Land Area

Source: U.S. Geological Survey



Annual Hours of Delay Per Auto Commuter: Select Metropolitan Areas, 1982-2011



Source: Texas Transportation Institute, 2012 Urban Mobility Report



487 Million

miles are traveled each day by drivers in the NEC region



>\$1,000

cost per year for drivers due to congestion

High-Density Region with Diverse Transportation System and Unique Needs

The NEC region has a greater need for diverse transportation options than the country as a whole with 17 percent of the U.S. population on just two percent of the U.S. land area.⁵ With 170 of the nation's 328 worst highway bottlenecks, rail offers millions of annual travelers a safe and reliable escape from traffic. For over a century, rail has helped shape the economy where today seven million jobs (one third of all jobs in the region) are within five miles of a rail station.⁶

Rail options for daily commuting expand both the range and quality of jobs to which workers have access, and allow companies to find and attract the right workers for their needs. Of the 1.2 million commuter rail trips per day in the region, 710,000 use a portion of the NEC. For business travel between cities in the Northeast, rail provides an important alternative to congested highways and airports. Intercity rail services on the NEC carry more travelers within the region than all airlines combined.

Rail also supports the movement of goods throughout the country, with the NEC transporting 14 million car-miles of freight each year and linking seaports with manufacturers to export goods.⁷ In particular, the NEC provides a critical connection between Midwestern manufacturing plants and global markets via the Ports of Baltimore and Wilmington.

Investment Needed to Maintain and Advance Vital Economic Role

Over \$20 billion is needed – on top of typical annual investments of between \$400 and \$500 million – to restore existing NEC infrastructure to a state-of-good-repair, sustain existing service levels, and thereby protect current economic productivity. Additional investment could advance the economy of the Northeast alongside its global peers. As the workforce shifts toward preferences for communities with more diversity in people, activities, and transportation choices, access to rail and other transit is increasingly important as regions compete for skilled workers and the businesses that chase them. Investments in higher frequency service, reduced travel times, and new travel patterns could unlock additional growth in the already powerhouse markets of New York, Boston, Philadelphia, and Washington, DC. Such investments could have an especially significant impact on business growth in mid-size cities like Baltimore, Wilmington, Newark, New Haven, Hartford, and Providence by integrating their economies with the larger hubs of activity.

Executive Summary / Chapter One Notes and Citations

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Amtrak Trains Navigating Winter Conditions

Protect the Economy

Inadequate Investment Threatens the Vitality of the Region's Economy

Merely continuing historic levels of capital investment would not only fail to address key chokepoints on the NEC, but would put existing service levels at risk. Daily commuters depend most heavily on today's NEC. One of rail's greatest advantages is superior travel time reliability compared to congested, accident-prone roadways where automobile commuters lose more than \$32 billion annually in the Northeast due to delays.⁸ Yet, the failure to invest in a state of good repair or expand NEC infrastructure to keep pace with growing ridership already costs the economy nearly \$500 million annually in lost productivity due to train delays. That number could rise with more frequent service outages and delays without higher than historic levels of investment. That figure also does not account for a broader range of impacts related to economic competitiveness that are not easily quantified.

As the region's population grows, more workers will be commuting to jobs each day, placing a strain on the entire transportation system. For rail systems that have experienced years of under-investment and service interruptions, additional demand with no infrastructure expansion could add to delays and reduce reliability across the rail, highway, and aviation networks. At certain capacity chokepoints, the continuation of insufficient levels of capital investment could actually result in reductions in available train service. Higher levels of investment are required to protect the economy from lost productivity due to service delays, service disruptions, and insufficient capacity relative to forecasts of job and population growth in key markets.

Over 750,000 Daily Trips Depend on Fast, Reliable Service on the NEC

The great majority of the approximately 750,000 daily rail trips taken on the NEC are by commuters on the eight regional rail operations to access jobs in the four major economic centers in the region – Boston, New York, Philadelphia, and Washington. Commuter railroads link these higher-paying job centers with more affordable housing markets, as highlighted in Regional Spotlights on pages 7 and 12.

While accounting for fewer trips, intercity rail travel also plays an integral role in supporting the economy of the Northeast by carrying more travelers within the region than all airlines combined. The majority of trips taken on Amtrak's Acela and Northeast Regional trains are for business purposes, taking advantage of the NEC's convenient connections between the metropolitan economies of the Northeast.

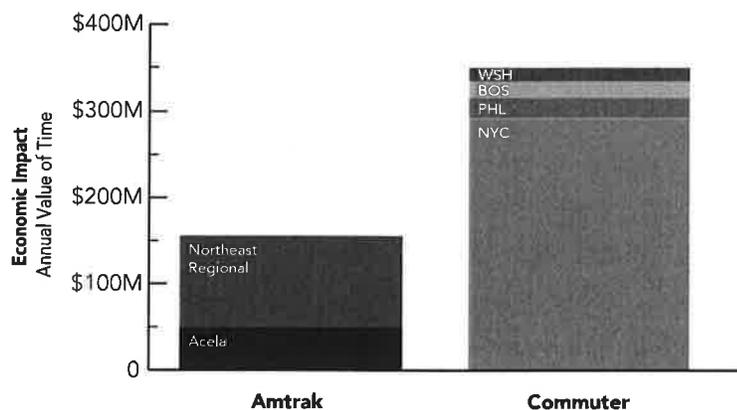
Costs of Delay are Substantial and Growing

For this study, train performance data from Amtrak and NEC commuter rail operators were reviewed and analyzed. Simply adding up the delays experienced by all passengers that currently ride on the system and placing a value on that lost time — lost time at work, missed meetings, but also lost time with family, social events, and the aggravation and stress that results from unpredictable service — comes to a \$120 million annual price tag.

This understates the true cost of delays, however. About 30 percent of all delay costs on the NEC occurs in the morning peak period when people are using the railroad to get to work. Travelers build in additional buffer time in making trip plans as a hedge against significant unexpected delays.⁹ On a system that operates on-time most days, passengers will build in little to no buffer and choose a train that gets them to their destination “just in time.” On a system like the NEC, where delays are more frequent and unpredictable, travelers do not have that luxury. By applying a buffer time to estimate the additional economic “penalties” imposed on rail users from current patterns of trip time variability, the cost of the current delays on the NEC increases four-fold — to nearly \$500 million annually.¹⁰

The costs presented here attempt to place a value on the day-to-day inconvenience to passengers that result from the unreliability of current service on the NEC. They do not capture the more infrequent major delays that result from an acute failure in infrastructure (e.g., bridge outage), which are discussed on page 11. They also do not account for the service constraints imposed from existing capacity limitations and the potential benefits to the broader transportation system if these constraints were relieved.

Annual Cost of Lost Time Due to Service Delay, including Planning Buffer



Data Source: NEC Commission analysis of NEC train performance data, 2015

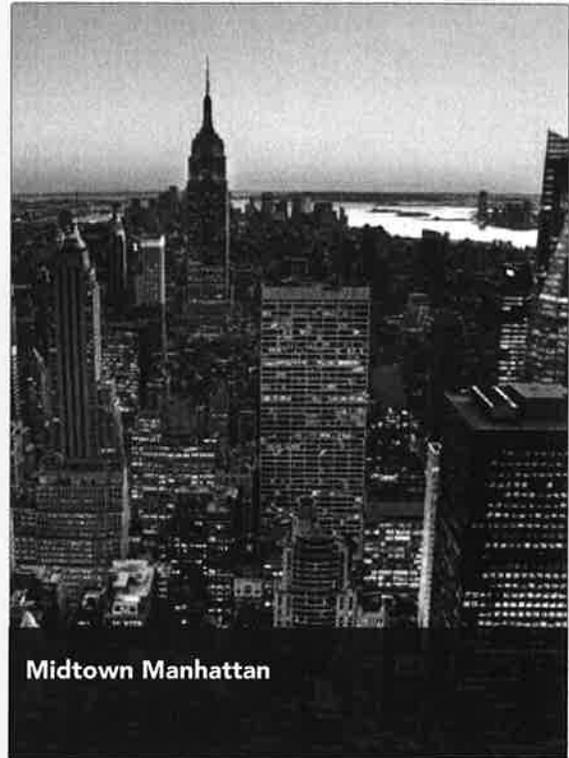
Spotlight: Trans-Hudson Rail Access

The New York metropolitan area is the clearest case where continued historic levels of investment would fail to protect our economy. The New York metropolitan area is the largest economy in the U.S., and the Manhattan core provides the regional economy with more than 2.1 million jobs, many of them in high-paying, high-growth knowledge sectors fields. These jobs are filled by workers from throughout the region, resulting in more than 1.6 million people commuting into Manhattan each day.¹¹ With employment exceeding pre-recession levels, average wages higher than anywhere in the nation, and greater economic diversification, Manhattan is a powerhouse employment destination for the entire metropolitan area and Northeast region.

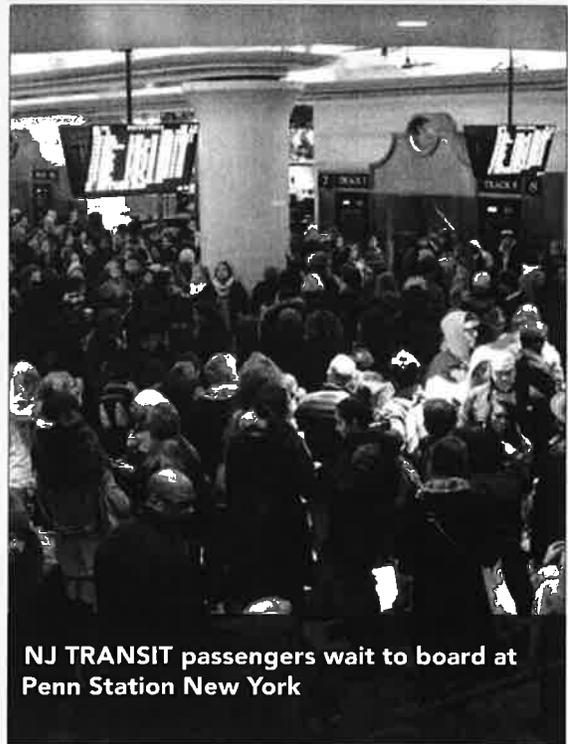
Without higher capacity and more reliable rail service to the New York core from areas west of the Hudson, Manhattan may be unable to realize current projected growth. At the same time, those local economies west-of-Hudson that currently benefit enormously from the capacity and accessibility to New York provided by trans-Hudson rail services stand to lose in the wake of impaired rail service.

If recent trends are an indication, Manhattan's revived importance as a job generator, and the west-of-Hudson's role as labor provider, will continue and grow. Since 2004, there has been a remarkable reversal in the economic fortunes of New York City and its Manhattan core versus the rest of the region. While other parts of the region held steady or lost jobs over the last ten years, New York City has gained 550,000 jobs. That is more than six times the number of new jobs New York City gained in the previous five decades combined.¹²

The existing trans-Hudson train tunnel, completed in 1910, was already in need of investment when it suffered flooding and significant damage during Hurricane Sandy in 2012. The tunnel now faces closure for crucial repairs within the next 20 years. Without new infrastructure, rail service will be significantly reduced from current levels, pushing tens of thousands of commuters off rail and onto other parts of the already congested transportation network.



Midtown Manhattan



NJ TRANSIT passengers wait to board at Penn Station New York

Median Housing Prices



Source: U.S. Census Bureau, 2009-2013 American Community Survey

The share of Manhattan workers commuting from areas west of the Hudson is increasing, while the outer boroughs of New York City, Long Island, Connecticut, and suburban New York counties have stable or slightly declining shares of the total workforce. New Jersey, the largest portion of the west-of-Hudson area, supplied 13.6 percent of Manhattan workers in 2013, a figure up from 11.6 percent a decade earlier. The total number of Pennsylvania workers making the journey to Manhattan more than doubled over that period, from fewer than 9,000 in 2002 to 18,000 in 2013.¹³

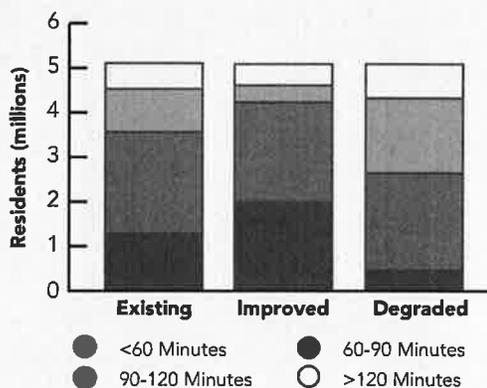
Key factors contributing to these dynamics are Manhattan's generous supply of jobs and compensation rates 75 to 100 percent greater than adjacent communities,¹⁴ paired with its extremely high cost of living. West-of-Hudson communities in New Jersey, New York, and Pennsylvania boast median housing prices less than half of Manhattan's.

Benefits for Manhattan Businesses and Existing and Future Commuters

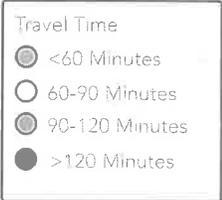
Investment in a package of rail capacity improvements between Newark, New Jersey and Penn Station New York, including a new trans-Hudson tunnel, expansion of train and passenger handling capacity in or near Penn Station, and replacement of bridges, would prevent the disruption of rail service and improve access to the Manhattan labor market. Not only would this package of investments allow for higher frequency of service for existing riders, it would reduce travel time and introduce one-seat commute access via rail to Manhattan for millions of additional west-of-Hudson residents.



Travel Time to Manhattan



West-of-Hudson to Manhattan Rail Connection



If additional rail investments are realized, including a new rail tunnel and Secaucus Loop, the number of people with access to one-seat, direct rail service to Manhattan could more than double from 2.4 million to all 5.1 million residents living near NJ TRANSIT stations.

Forecasts of strong growth in Manhattan’s economy could mean 195,000 to 420,000 new jobs by 2030. Recent commuting trends indicate that 31,000 to 72,000 additional workers could be looking to cross the Hudson every rush hour to fill these positions, a 10-20 percent increase from current levels.¹⁵ Given the relative saturation of capacity by car, bus, and PATH, commuter rail services offer a compelling opportunity to accommodate growth in west-of-Hudson commuting and enable Manhattan firms to efficiently meet future labor needs.



Today, more than 300,000 commuters cross the Hudson River each day. By 2030, recent trends indicate that number could increase by up to 72,000 new commuters.

Benefits for West-of-Hudson Communities

Manhattan would not be the only economy to benefit from improved access to workers. There are several key ways that communities west-of-Hudson would benefit economically:

- Real estate value.** When the Access to the Region's Core (ARC) project was under review, the Regional Plan Association (RPA) analyzed the impact on housing values of direct-to-Manhattan service along the Morris and Essex Lines afforded by the Midtown Direct, Montclair Connection, and Secaucus Transfer improvements.¹⁶ Using a large statistical sample, RPA researchers found that it raised the average home sale value by two to seven percent, depending on distance from the station. Assuming consistency with the RPA findings, enabling one-seat-ride service from Glen Rock, New Jersey, for instance, could raise the median home price (about \$630,000 presently) by about \$40,000 for homes within one mile of the Glen Rock station.
- Personal income.** Access to Manhattan jobs results in significant wealth brought back to commuters' home communities. With an estimated 300,000 workers from the west-of-Hudson region holding jobs in Manhattan,¹⁷ and with Manhattan's average salary 75-100 percent greater than average salaries in home areas,¹⁸ trans-Hudson commuting supports approximately \$35 billion in annual wealth brought back to New Jersey, Pennsylvania, and suburban New York counties. Approximately \$5.5 billion of that total is attributable to the 50,000 trans-Hudson NEC commuters today.¹⁹
- Reverse commuting and revitalization of west-of-Hudson urban centers.** Trans-Hudson commuting has a strong impact on the labor force of the communities outside of Manhattan as well. Statewide, "reverse" commuting from New York City to New Jersey has risen by 12 percent between 2002 and 2013, even amid flat job growth overall in the State. In city centers like Newark and New Brunswick, where a nationwide trend of companies relocating to transit-friendly locations can be seen, commuting from New York City has increased by more than 11 and 42 percent, respectively.²⁰

In Newark, this trend is exemplified by Panasonic. Before the company moved its North American headquarters from a sprawling suburban campus to Newark's center in 2013, transit commuting accounted for four percent of employees. Since moving to a new building just one block from Newark Penn Station, the share of employees using transit has skyrocketed to 57 percent, with the company shooting for an eventual goal of 75 percent.²¹

Reverse Commuting Trends

	NJ Statewide	Newark, NJ	New Brunswick, NJ
Percent of Workers Commuting from New York City, 2013	3.2%	4.8%	2.0%
Percent Growth 2002-2013	12.1%	11.4%	42.4%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics.



Spotlight: Economic Revitalization of Baltimore

Higher than historic levels of investment in the Northeast Corridor could protect and support the ongoing redevelopment as well as future growth of the City of Baltimore and surrounding communities. Located 38 miles from each other, the Baltimore and Washington metropolitan areas share residents, jobs, and cultural destinations, making the two cities economically interdependent. Washington is decidedly the stronger of the two economies, but investments in the NEC offer benefits to both regions.

There are 2.7 million jobs located in the Washington, D.C. metropolitan area, 7.4 percent of which are filled by residents of the Baltimore metropolitan area.²² Washington, D.C. jobs offers a higher average salary than in the City of Baltimore, \$85,877 versus \$59,944 in 2014.²³ The average salary of a MARC commuter is \$100,373, which reflects a long-standing national trend of long commuting distances correlated with higher income jobs.²⁴ The District also offers a larger overall job market, with 783,500 jobs, compared with 323,148 in the City of Baltimore.

The NEC increases labor access to the job market in Washington while also providing opportunities for employees working in D.C. to reside in the lower cost Baltimore-area housing market. The median home sale in the District in 2015 was \$520,500, whereas the median home sale in the City of Baltimore is only \$110,000.²⁵ The housing market in the D.C. metro area outpaces the Baltimore metro area as well. The rental market in Washington is similarly difficult to afford, with approximately 36 percent of renters paying more than \$1,500 per month and 18 percent paying \$2,000 or more per month.²⁶ In comparison, 12 percent of renters in the City of Baltimore pay \$1,500 or more per month and only 3 percent pay \$2,000 or more per month.

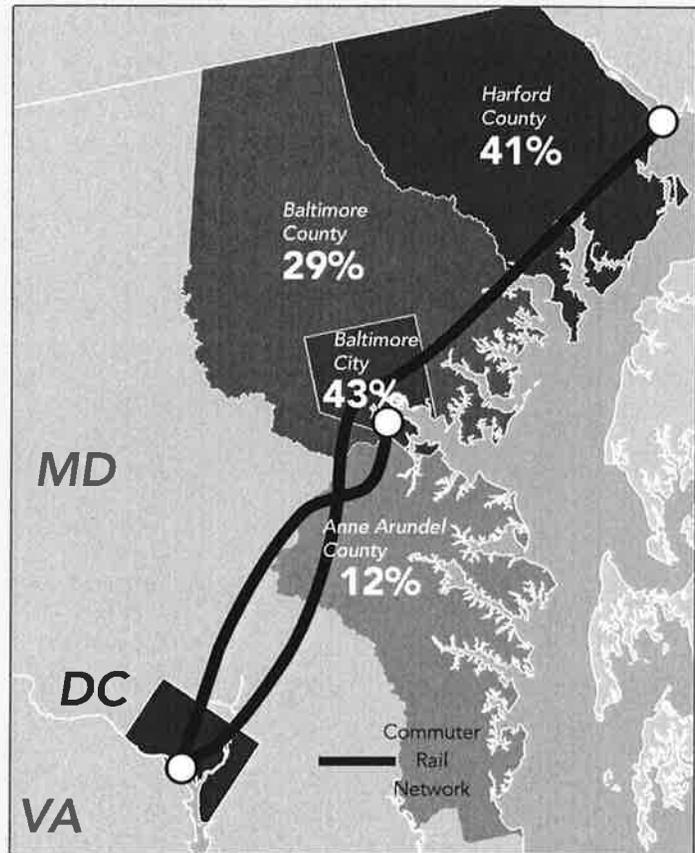


Source: U.S. Census Bureau, 2009-2013 American Community Survey

Rail Mode Share for Trips to D.C.

A Core Service for Baltimore and Maryland

Just over 43 percent of residents of the City of Baltimore that work in the Washington, D.C. metro area travel via the NEC.²⁷ At just under an hour, the trip is approximately as long as driving but with vastly superior reliability. These residents benefit the Baltimore economy by increasing income spent in the City, stimulating residential development, increasing residential property values, and raising local tax revenue. Without access to jobs in Washington, D.C. via an efficient rail commute, many of these residents might choose to leave the City of Baltimore or to settle for lower-paying jobs closer to home.



A Critical Connection at Risk and Benefits of Investment

The Baltimore and Potomac (B&P) Tunnel opened in 1873 and is in dire need of replacement. While safely in operation today, the tunnel undergoes frequent inspections and could be called out of service at any time. If the tunnel is deemed unsafe to continue operation, all train service between Baltimore Penn Station and West Baltimore would be suspended, affecting the busiest portions of the MARC Penn Line as well as Amtrak service north out of Washington.

The 19,250 passengers who commute daily via MARC into Washington, D.C. on the Penn Line would be most immediately affected. Approximately 20 percent of current Penn Line riders might be able to switch to the Camden Line before it also reaches capacity. The net increase in travel time, however, would be 22 minutes per person, which is a 34 percent increase in travel time.²⁸ Assuming the remaining displaced passengers shift to driving alone, commuter buses or telework, the net increase in travel time would be approximately 9,000 hours lost per day, or more than \$110 million per year lost when monetized by the average salary of a MARC commuter. This ignores many other costs such as increased automobile congestion and additional costs imposed on the aviation network as Amtrak passengers are diverted to air travel.

Investment in a replacement tunnel offers the opportunity to accommodate the 48,000 daily passengers between Baltimore and Washington projected for 2040,²⁹ more than double the current ridership. With an average annual income of \$100,373, the additional capacity could bring \$2.9 billion in employee wages into the Baltimore region, and an estimated \$650 million in wages to the City of Baltimore itself.³⁰

Costs Imposed on Rail Operators

Beyond the costs incurred from extra passenger travel time, rail operators also must pay for the additional operation time beyond scheduled hours. This includes labor costs for crew, standby equipment, and other operational strategies. Considering the additional crew costs alone, average delays for Amtrak and commuter trains are estimated to cost an extra \$24 million annually in operating expenses.

Costs Imposed by Extreme Events

In addition to the systemic delays on the Corridor discussed on page 6, extreme events can result in more acute costs to rail passengers and the transportation system. A previous study by the NEC Commission found that a single day without rail service could cost the economy up to \$100 million in impacts to transportation system users, to the environment, and through lost productivity. Though this value is useful to conceptualize the integral role the NEC plays in the economy of the Northeast and the economic loss the region would suffer without it, an NEC-wide loss of rail service is unlikely.

More frequent are events that cause extreme disruptions at specific locations and are beyond the buffer time for which passengers plan. These events might be caused by weather, power supply failures, or aging movable bridges stuck in the “open” position, effectively severing rail service on the NEC for an extended period. The fragility and vulnerability of NEC infrastructure was made clear during Superstorm Sandy in 2012. Another example, in the fall of 2013, Connecticut’s New Haven Line suffered a nearly two-week-long power outage limiting service for over 60,000 riders a day with an estimated economic impact of over \$60 million.³¹ Such periodic economic productivity losses from extreme events must be added on top of the average impacts estimated at nearly \$500 million annually.



Tie Replacement on the Northeast Corridor



Sum of Costs is Greater than its Parts

While the combination of costs described in this chapter are significant, they do not tell the complete story. If average delays increase and very long delays become more common and more extreme, the long-term risks to the regional economy would increase as well. Costs would cut into household income and the productivity of firms, eroding wealth in the region. Moreover, these costs might ultimately cause some households and businesses to rethink their decisions to locate in the Northeast or the U.S.

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Advance the Economy

Higher Levels of Investment Offer Opportunities for Growth

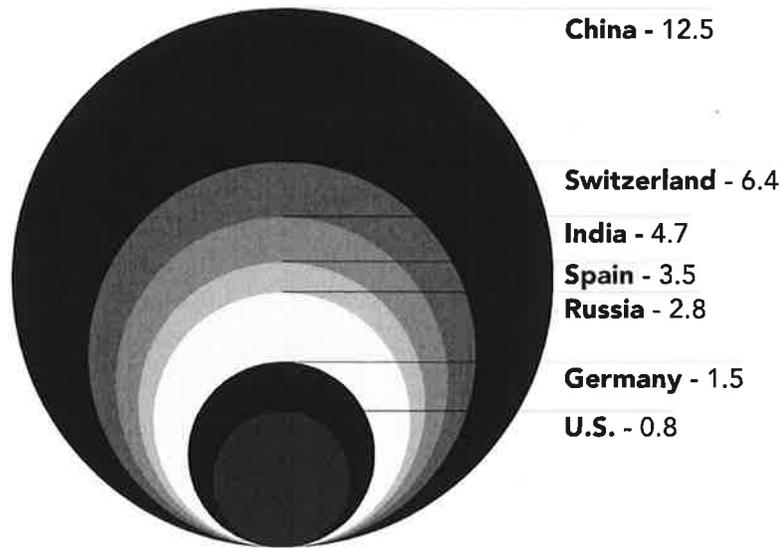
Higher than historic levels of capital investment in the Northeast Corridor would offer an opportunity to drive economic expansion and support U.S. economic competitiveness into the future. At the very least, higher levels of investment in additional rail capacity could limit future strain on the broader transportation system and reduce overall transportation-related economic costs. Improved travel time and new origin-destination pairs could solidify the attractiveness of existing strong markets on a global scale, fuel the development of centers of innovation, and grow mid-sized cities throughout the region. Such investments in infrastructure would align with recent trends and local economic development plans already in place. Additionally, investments that benefit freight rail could shape the competitiveness of East Coast ports and manufacturers across a broad swath of the country.

For decades, peer economies abroad have been investing in railroad infrastructure as a means of shaping and sparking economic growth. As detailed in the previous chapter, thriving job markets benefit from railroad investments through dependable access to labor. High-performing railroads serve another important function by spreading the economic success of one core market to others across a wider geography. Global competitors have benefited from investments that take advantage of this principle and are planning to invest many billions more.

Investments to Reduce Transportation-Related Costs

The economic impacts of higher levels of NEC investment related to transportation system use are easiest to forecast and quantify. NEC FUTURE estimates the capacity provided and ridership generated by the build alternatives would result in approximately \$4 billion in annual transportation-related benefits for users of the rail system, once built. In addition to these direct user benefits, NEC FUTURE forecasts approximately \$500 million in potential non-rail user benefits, including increased safety and reduced emissions.

National Investment in Rail Infrastructure, 2008
Dollars per \$1,000 of GDP



Source: SCl Verkehr - Worldwide Railway Funding and Investment Budgets 2009

A previous study by the NEC Commission³² focused on the potential benefits for users of the highway and aviation systems of increasing NEC capacity to keep pace with travel demand growth. Such benefits included reduced congestion, emissions, operating and fuel costs, and traffic accidents. That study forecasted approximately \$8 billion in annual potential benefits.

These figures do not capture the full economic impact, but they demonstrate the potential for return on investment. Forecasts of economic benefits related to increased global competitiveness and stronger connections between markets are more difficult to quantify. Examples of these benefits, including evidence from abroad, are explored in the subsequent sections.

Investments to Improve Commuter Service

The benefits of higher investment levels to improve commuter rail service go far beyond reduced highway congestion and transportation-related costs. Governments around the world have invested in large-scale rail projects to connect workers to jobs in major metropolitan areas, especially in regions with multiple activity centers and employment nodes such as those in the Northeast.

From 1970-2000, France undertook a concerted effort to improve and expand the existing regional rail network in Paris, known as the Regional Express Rail (RER). During this period, the Paris metropolitan region grew both in terms of population and geographic spread. Investments in the RER improved existing service and increased access to jobs centers in new areas of the region, facilitating enhanced regional economic growth. The number of jobs in outlying cities with station access grew by 12.8 percent over what would have occurred without the RER.³³

Spotlight: Centers of Innovation

The knowledge sector that drives much growth for the U.S. in the modern global economy may rely on intellectual capabilities over physical inputs. However, the activity underpinning today's economy remains highly dependent on physical location, proximity, and accessibility. That is why economic growth is increasingly taking place in what many are calling "innovation districts." Transit, including commuter rail, is a key asset to these emerging clusters. Rather than the auto-centric suburban developments of previous decades, today's creative, scientific, and technology workers favor denser, more walkable environments accessible via transit.

High-performing transit, though important, is not by itself enough to create an innovation district. Fortunately, the Northeast possesses many other assets, including research institutions, an educated and skilled workforce, and established firms in innovation industries, that contribute to a successful innovation district. Furthermore, local governments, industry groups, and anchor institutions in the Northeast are already enjoying success attracting businesses and workers and are planning their futures around this model.

Innovation District, Boston

The City of Boston's Innovation District, an initiative to revitalize 1,000 acres of land on the South Boston waterfront, is located near Boston's South Station. The Boston Innovation District launched in 2010 to create a new community that attracts and supports innovative and entrepreneurial companies, building off of access to the myriad university and institutional partners such as Harvard University, the Massachusetts Institute of Technology, and others, located in Boston and nearby Cambridge.

Since that time, the area has added more than 5,000 new jobs in over 200 companies. The companies locating in the Innovation District are diverse: technology firms provide 30 percent of new jobs; firms in creative industries (e.g., design, advertising) provide 21 percent of new jobs; while life science and green technology firms provide 16 percent. Firms locating in the Innovation District also vary by size, with a quarter of firms having fewer than 10 employees and 40 percent of firms sharing space with others in co-working spaces or incubators. Companies that have announced moves to the Innovation District will bring another 4,000 jobs to the area.³⁴

Drexel University Innovation Neighborhood, Philadelphia

Drexel University is developing a 12-acre Innovation Neighborhood that can accommodate 6.4 million square feet of development directly adjacent to Philadelphia's 30th Street Station.³⁵ The Innovation Neighborhood will feature space for Drexel University's teaching and research activities, private firms that collaborate with Drexel to bring research to market, and public space designed to foster interaction and serve as a gateway to University City from 30th Street Station. Located in proximity to the Innovation Neighborhood are Drexel's ExCITE Center incubator space and the University City Science Center research park (two existing examples of university/industry synergy), as well as the Cira Centre office tower, which has a direct connection to 30th Street Station. Drexel University estimates that 9,500 new jobs directly related to the Innovation Neighborhood will be generated by the development.³⁶



Renderings of Drexel's Innovation Neighborhood



20 percent

of U.S. patents since 2000 were granted in the NEC Region, more than Silicon Valley



6 of the 10

top-ranked U.S. universities are located along the NEC



10 of the 28

top U.S. adult and children's hospitals are located along the NEC

Taking advantage of the accessibility provided by Amtrak and SEPTA Regional Rail at 30th Street Station is at the center of Drexel's vision for the Innovation Neighborhood. In an Op-Ed in the Philadelphia Inquirer, "Philadelphia's 30th Street Can Be More Than a Train Station," Drexel's President John A. Fry wrote that the Northeast Corridor service provided by Amtrak "can produce considerable returns with reasonable investments" and that its "potential extends well beyond expanded transportation infrastructure. It can significantly affect long-term economic growth through commercial, residential, and retail development." He went on to say that "we are witnessing a revival of transportation-oriented development to meet new demand. In this new era, urban rail stations can once again be centerpieces not only of travel, but also of commerce and learning."³⁷

In the time since the Innovation District concept was announced, Drexel has seen the concept repeatedly validated by market interest. In November 2015 the university announced the opening of a new medical device accelerator in the Innovation Neighborhood, PHL Next Stage Medical, which will provide a shared, supportive work environment for early stage and established medical device manufactures, as well as life sciences talent and capital firm Militia Hill Ventures. The PHL Next Stage Medical accelerator, the first announced resident of the Innovation Neighborhood, will occupy approximately 20,000 square feet in a building directly adjacent to 30th Street Station. Access to 30th Street Station was a key factor in the location of PHL Next Stage Medical in Innovation Neighborhood.

The Innovation Neighborhood lies within Philadelphia's greater University City neighborhood, which encompasses Drexel University and the University of Pennsylvania, that is the center of the city's 'Meds and Eds' economy. University City, driven by the synergy of university and hospital research and commercial partners, has grown significantly within the past decade, recently reaching a milestone of 75,000 jobs. Middle to high-wage positions grew by 79 percent between 2008 and 2013, at a time when the rest of Philadelphia experienced much slower job growth. Today, University City has a 97 percent office occupancy rate, 79,000 square feet of retail space under development, and 1,420 recently completed or under construction residential units.³⁸

University of Delaware STAR Campus, Newark, DE

The NEC is facilitating the creation of innovation districts not only in major metropolitan centers but also in smaller mid-sized cities throughout the corridor. The University of Delaware, for instance, is seeking to capitalize on its proximity to the NEC to catalyze regional economic development through partnerships between Delaware's flagship university and the private sector. Its new Science Technology and Advanced Research (STAR) Campus is being built on a 272-acre site directly adjacent to the Newark, Delaware Amtrak and SEPTA regional rail station. The master plan for the campus includes a new transit center that will enhance access between the station, the STAR campus, and the existing campus, located one mile away. Committed STAR campus partners include Thomas Jefferson University Hospital, near the NEC in Philadelphia, and the U.S. Army's Aberdeen Proving Ground in Maryland. The University considers rail service a critical part of its strategy to attract corporate partners based in Baltimore, Philadelphia, and elsewhere.³⁹



In London, a new regional rail connector, Crossrail, is currently under construction to link the city center with suburban job and activity centers. At £14.8 billion (approximately \$21.9 billion based on current exchange rates), it is one of the largest investments in transportation infrastructure in the world today. In addition to improving the region's gridlocked traffic, the project is expected to have a significant positive impact on London's regional economy by connecting, for the first time, all of the region's main employment centers. Crossrail is projected to add 181,000 jobs to the regional economy, while increasing commercial and residential property values in central London by 10 percent and 25 percent, respectively.⁴⁰

In Toronto, transportation officials are reevaluating the role of their regional rail network in fostering economic growth in the greater metropolitan area. Rather than focus on peak-period only service, Toronto has taken steps to increase off-peak service, leading to a 30 percent increase in ridership.⁴¹ The City plans to expand bi-directional all-day service to the burgeoning technology and start-up corridor between the cities of Toronto and Waterloo. They estimate that the enhanced service will generate 40,000 jobs and \$567 million in annual personal income tax revenues.⁴² By expanding all-day commuter rail service, Toronto recognizes that contemporary metropolitan economies are regional in nature and have multiple economic nodes, including those outside the urban core.

Investments to Improve Intercity Service

Higher investment levels to improve intercity service offer benefits that include solidifying the attractiveness of existing strong markets on a global scale as well as expanding the reach of those strong markets to support the economies of smaller cities in the Northeast. Examples from abroad provide some key insights on the potential economic impact of intercity rail improvements on regional economies.

Across Japan, the country's high-speed rail network, known as the Shinkansen, has had a broad impact on the regional and local economies where stations have been located. These areas have achieved higher population and employment growth rates relative to other parts of the country.⁴³

One city that capitalized on the introduction of Shinkansen service is Saku City. Sakudaira Station, located just outside the City's downtown and 100 miles from Tokyo, opened in 1997. The City actively sought to facilitate development of the station area by developing an integrated land use plan. Saku City sponsored development of the station building, and rezoned the land near the station for retail, commercial, and residential uses. The opening of Sakudaira Station has been credited with increasing the City's population by eight percent in the 15 years following the station's opening. Tax revenue generated in the station area rose from ¥4.35M in 1996, the year before opening, to ¥535.59M in 2012, a 123-fold increase.⁴⁴ Between 1987 and 2001, across Nagano Prefecture, population growth in cities with Shinkansen access was six percent, versus just two percent for cities lacking a Shinkansen station.⁴⁵

In Germany, the Neubaustrecke Köln-Rhein high-speed rail line opened in 2002, connecting the major metropolitan regions of Cologne and Frankfurt. Two small towns, Montabaur and Limburg, with populations of 12,500 and 34,000, respectively, have stations on this line. Following the opening, the economic output of these two towns grew by 2.7 percent more than the surrounding area, as residents gained access to jobs in both Cologne and Frankfurt, and conversely, firms gained access to inexpensive real estate in both Montabaur and Limburg.⁴⁶ Researchers determined that every one percent increase in market access (as defined by GDP weighted by travel time) resulted in 0.3 percent GDP growth.

In both cases, successful local economic development efforts had at their foundation significant rail infrastructure investment on behalf of regional and national governments. These investments either reduced the travel time between cities or created new connections between cities where they did not previously exist. Such efforts can unlock growth, especially in smaller markets, where both potential residents and employers can take advantage of lower real estate costs.

Sakudaira Station.
Saku City, Japan.



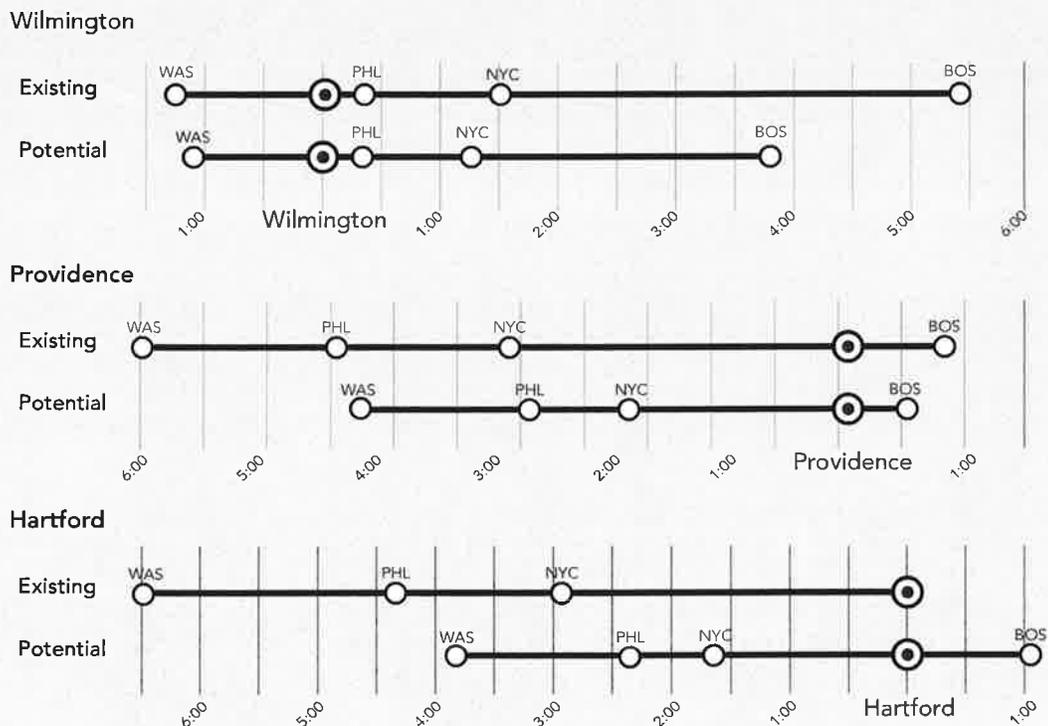
Spotlight: Mid-Sized Markets

Rail service is a vital link for mid-sized cities throughout the Northeast – connecting them with the capital, talent, and business opportunities in larger metropolitan centers. Mid-sized cities also provide less expensive locations for business operations of major firms. Cities such as Wilmington, New Haven, and Providence have benefited from their mainline location through connections to the major metropolitan economies and cities throughout the corridor. Other cities, such as Hartford, not on the NEC mainline, have the potential to benefit with higher levels of investment.

Today, infrequent service and lengthy travel times place limits on the potential growth mid-size cities might realize in terms of population and jobs. With higher levels of investment in improved service, such cities would be able to better retain and attract workers commuting to nearby major metropolitan areas and firms that depend on periodic access to them. Service improvements in consideration through the NEC FUTURE process would dramatically decrease the travel time from mid-sized cities such as Wilmington, Providence, and Hartford to the larger strong markets in New York, Boston, and Washington.

For business travel, service improvements translate into direct economic gains. U.S. Travel Association research has found that 42 percent of business travelers believe that without face-to-face meetings they would lose customers, and that potential customers are nearly twice as likely to become customers following a face-to-face meeting. For every dollar spent on business travel, U.S. firms generate \$9.50 in additional revenue.⁴⁷ Using today's intercity fares as a conservative baseline along with projected ridership increases and travel-time improvements shown below, a total of \$1.4 billion in additional revenue would be generated by business travel to and from Wilmington, Hartford, and Providence alone.

Travel Times to Major Cities Along the NEC

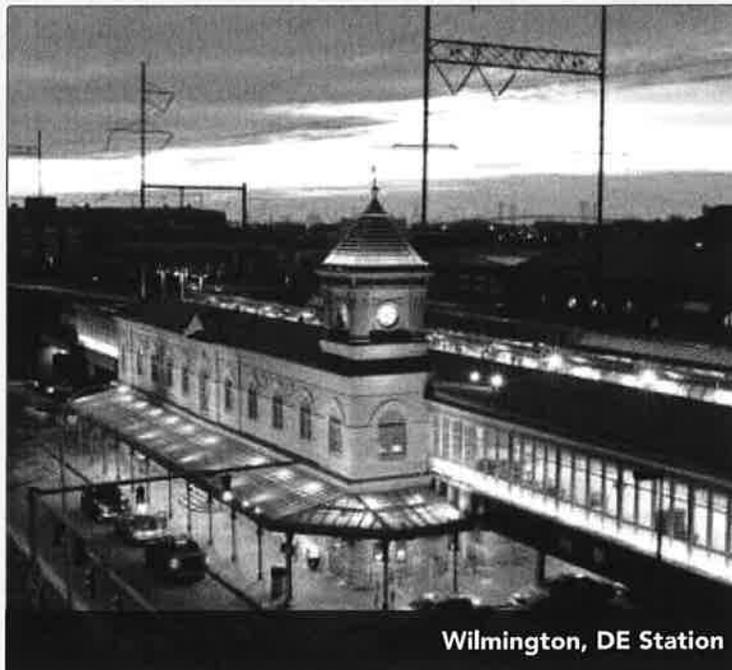


Wilmington, Delaware

Wilmington, Delaware has capitalized on its easy access to the nation's financial center in New York City and its regulatory center in Washington, D.C. to build a robust financial services center. Supported by the Financial Center Development Act in 1981, the State of Delaware is now home to 2,000 financial services firms employing more than 36,600 people. Companies with significant operations in the State include Barclays, Capital One, Deutsche Bank, Wells Fargo, BNY Mellon, Bank of America and JPMorgan Chase.⁴⁸ Many of these firms are located within walking distance of Wilmington's Amtrak Station and rely on convenient access to firm headquarters and offices in New York City.

Providence, Rhode Island

Providence, Rhode Island, historically a manufacturing-based economy, is today transitioning to an economy based on innovation, tourism, and creative industries. The Providence metropolitan area experienced a sharp decline in employment following the recession that began in 2008, falling from 584,000 employed in the region in December 2004 to a low of 537,200 in December 2009, and recovering to 570,200 by December 2014. The types of jobs that have grown in the region post-recession have been primarily in the professional and business services and tourism sectors.⁴⁹ The NEC is providing Providence firms and workers with access to the highly-educated greater Boston area workforce and partners, customers, and capital in Boston and New York.





Cargo Being Loaded at the Port of Baltimore

Spotlight: Port of Baltimore and the Nation's Economy

The Port of Baltimore, ninth in the nation among all ports by the value of cargo processed and thirteenth by cargo weight, is a crucial economic asset. The nation's top seaport for handling "roll on/roll off" cargo, automobiles, light trucks, construction equipment, and farm equipment in 2014, the Port of Baltimore handled nearly 29.5 million tons of international cargo worth nearly \$53 billion, setting a record for the Port.⁵⁰ The Port of Baltimore has transitioned over the past decade from predominately importing foreign cargo (just 21 percent of cargo by weight in 2003 were exports) to one that is a major exporter of American-made goods and commodities, with 53 percent of all cargo by weight being exports in 2013.⁵¹

The manufacturers of cargo exported from the Port of Baltimore are located across the Midwest in places such as Detroit, Michigan (Ford Motor Company and GM), Waterloo, Iowa (John Deere) and Hesston, Kansas (Agco).⁵² The economic viability of

Midwest Communities and Firms that Depend on NEC Access to the Port of Baltimore



these manufacturing plants is directly influenced by access to the Port of Baltimore. Additionally, the port itself is a major component of the Baltimore regional economy, providing 33,920 jobs in the state of Maryland and \$2.9 billion in personal income. An additional 93,700 jobs in Maryland are directly related to activities at the Port, such as manufacturers, distributors, and automobile dealers.⁵³

Demand for freight rail access to the Port via the NEC exceeds capacity, with the maximum number of trains on the schedule currently. Any delay or issue related to the NEC, such as the need for maintenance, causes expensive delays for shippers.⁵⁴ In the era of just-in-time manufacturing, the time to market for goods is intricately planned. Goods leave factories so that they will make vessel calls at the port with minimum time stored at the port; vessel calls are infrequent so if a shipment misses its vessel it may be waiting for weeks for the next vessel at a very high cost.

The Port handles cargo that is not easily transported via truck, such as construction and farm equipment. Rail is often the most practical and economical way to ship these goods for export to foreign markets. Though automobiles can be transported by truck, one automobile manufacturer estimated that if it were unable to use the NEC to access the Port, the result would be an additional \$150 to \$200 in per vehicle freight costs to ship vehicles via a car carrier.⁵⁵

Potential Future Conditions at the Port of Baltimore

Ensuring reliable access and capacity for freight rail to reach the Port is crucial. Investments to enhance freight rail access could play a key role in the Port's competitiveness as well as the competitiveness of firms that rely on it.

- **Time to Market.** Increasing the capacity of the NEC to carry freight traffic could decrease time to market. Even a day's reduction in travel time can make a big difference for a manufacturers' bottom line.⁵⁶
- **Improved Reliability.** Manufacturers calculate production in terms of units per day, including the time it takes to travel on rail to port, literally down to the minute. One manufacturer, Case New Holland (CNH), typically plans for their equipment to arrive one week in advance of their shipping date – creating a "hedge" or "buffer" to accommodate rail-related delays. Today, it takes 17 to 22 days to get CNH's product to the Port of Baltimore via rail. Investments that reduced the buffer time could be transformative – driving improved cash flow and the opportunity to reinvest in manufacturing plants. Today, CNH exports \$3 billion worth of farm equipment annually.⁵⁷
- **Greater Volumes.** With additional capacity on the NEC, shipping rates could fall, making it more attractive for firms to expand manufacturing plants in the United States rather than abroad.⁵⁸
- **New Types of Cargo.** Currently, the NEC cannot accommodate double-stacked container traffic. While the Port of Baltimore is prepared to handle the larger Post-Panama Canal expansion container vessels, infrastructure investments would be required on the NEC to move double-stack containers for shipment to and from the Midwest.



Farm equipment manufactured in the Midwest at the Port of Baltimore for export

Investments for Economic Growth

Over \$20 billion is needed – on top of typical annual investments of between \$400 and \$500 million – to restore existing NEC infrastructure to a state of good repair, sustain existing service levels, and thereby protect current economic productivity. Levels of investment would have to exceed those figures in the coming decades to allow the economy of the Northeast and the country to advance alongside global peers.

This report illustrates two ways in which higher than historic levels of capital investment in the NEC could impact the economy. The first increment of additional capital investment would be required to *protect* current economic productivity by sustaining existing service levels. A second increment of additional capital investment could *advance* the national economy in line with global competitors by improving access to markets.

This work is intended to provide context for investment decisions framed by the NEC FUTURE planning process led by FRA. The “No Action Alternative” outlined in the NEC FUTURE DEIS itself assumes increased investment — i.e., higher than historic levels of investment are required just to maintain current operating conditions. This alternative was developed because the National Environmental Policy Act (NEPA) requires a baseline against which to compare alternatives. But even the additional increment of capital investment required to achieve a baseline of maintaining current service is unlikely to reduce the nearly \$500 million per year this study estimates that NEC users suffer in lost productivity due to poor infrastructure condition, congestion, and other factors. The future impact on users of the highway and aviation networks is likely to be even greater. Failure of NEC service to keep pace with population and travel demand growth in the future could cost those travelers up to \$8 billion per year in congestion and other transportation-related costs.

Economic impacts related to transportation system use are relatively easy to forecast. But those figures only measure part of the potential economic benefit of infrastructure investment. Higher levels of capital investment in the NEC – such as in the build alternatives under consideration in the NEC FUTURE process – could drive economic expansion and support global competitiveness. Additional capacity, improved travel time, and new origin-destination pairs could ensure the viability of projected growth in major markets, spark growth in mid-sized markets, and put the U.S. on par with peer regions around the world when competing for economic growth.

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Front Cover: Center City Philadelphia and 30th Street Station

Back Cover: Early construction of the Hudson Yards development project over rail yards adjacent to Penn Station New York



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February 16, 2016

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Re: Draft Environmental Impact Statement for the Northeast Corridor

The Northeast Corridor Commission (“the Commission”) with its U.S. Department of Transportation (“USDOT”) members abstaining, is pleased to submit comments for the administrative record regarding the Federal Railroad Administration’s (“FRA”) Draft Environmental Impact Statement (“DEIS”) for the Northeast Corridor (“NEC” or “the Corridor”). See 80 Fed. Reg. 70206 (November 13, 2015). This effort is part of NEC FUTURE, a comprehensive planning effort to define, evaluate, and prioritize future investments in the NEC.

The Commission’s top priorities for the Corridor’s future are:

- Maintaining safe and reliable rail transportation at 2016 service levels;
- Achieving a state-of-good-repair; and
- Investing to improve reliability, performance, connectivity, and capacity to deliver improved intercity, commuter, and freight services.

The NEC is composed of publicly owned infrastructure and facilities that require extensive repair and modernization. The Corridor, used by nine passenger rail operators and four freight railroads, faces a state-of-good-repair backlog in excess of \$20 billion. These needs cannot be met without substantial action and investment by the federal government. The Corridor is already an integral part of the transportation network and the economy, where a service loss would have an estimated \$100 million per day economic impact. Protecting and improving the safety and reliability of its services is paramount.

About the Commission

The Commission was authorized by the U.S. Congress and codified at 49 U.S.C. § 24905 to create a new forum for collaborative planning and decision-making. The Commission is composed of one member from each of the NEC states (Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland) and the District of Columbia; four members from Amtrak; and five members from the USDOT.

The Commission provides coordinated regional leadership to develop strategies to stabilize the NEC and establish a foundation for future growth. The Commission has statutory requirements to annually produce a five-year capital plan for the Corridor; report on capital program delivery and train operations and performance; and develop and administer an operating and capital cost-sharing policy. In addition, the Commission conducts research and studies covering economic analysis, travel demand, and other topics that may help guide investment decisions.

In September 2015, the Commission successfully met its statutory mandate to develop a cost-sharing policy to ensure each intercity and commuter service is assigned the costs associated with its sole-benefit use of the NEC and a proportional share of costs resulting from joint-benefit use. As a result—for the first time—there will be a multi-year, minimum amount for annual Corridor investment. Further, the policy sets forth recommendations for federal policy changes and highlights the need for a federal-state partnership to address the Corridor’s significant investment needs.

This financial commitment is part of a comprehensive framework for collaboration that will address capital planning, operational performance and project delivery, with an emphasis on increasing transparency and accountability.

However, funds generated by the cost-sharing policy are not nearly enough to bring the Corridor to a state-of-good-repair, or build the capacity necessary to maintain existing services, let alone expand services to accommodate future demand.

As part of this new partnership for the Corridor, the Commission released the first Northeast Corridor Five-Year Capital Plan, which contains inputs from all NEC owners and operators. The Plan charts a common course to ramp up capital investment if additional funding were available. This integrated, unified investment plan is intended to inform the federal budget and appropriations process and is a key Commission recommendation to Congress, required by 49 U.S.C. § 24904(a)(1). Future plan iterations will incorporate methods for prioritizing unfunded capital needs.

The Region and the Economy

The Corridor contributes to the nation’s economic growth by supporting essential intercity, commuter, and freight rail services. Each day, its 457-mile main line between Boston, MA and Washington, DC carries over 700,000 commuter rail and 40,000 Amtrak passengers on over 2,000 trains; people who might otherwise use the region’s congested highways and airports.

Home to over 50 million people — or one out of every six Americans — the NEC Region is an economic powerhouse, generating \$1 out of every \$5 in gross domestic product on two percent of the nation’s land area. Further, the Corridor provides reliable access to core employment centers that contain one out of every three jobs in the region, where the economy measured alone would be the fifth largest in the world, ahead of France. A one-day service loss could cost the nation \$100 million in additional highway congestion, productivity losses, and other transportation impacts.

NEC FUTURE Process

The NEC FUTURE EIS is a National Environmental Policy Act (NEPA)¹ requirement to undertake a rigorous environmental review to evaluate potential effects of the NEC FUTURE program on the built and natural environments. The Final EIS and Record of Decision (ROD) will determine an envelope for the NEC’s growth through 2040.

While NEC FUTURE is a critical planning process that will establish a framework for future investments, it does not commit the region to specific projects and service plans, nor does it represent a funding commitment by the region’s stakeholders. In recent years, the states in the NEC Region and Amtrak, in partnership with USDOT, have committed significant resources to improving the NEC. Across the region, planning and construction are underway on critical projects that will advance state-of-good-repair and improved performance efforts and support continued economic growth. Recognizing these recent investments, the states and Amtrak look forward to participating in future discussions on the funding partnerships that will be required to deliver new projects.

To date, the FRA has led a transparent, thorough, and deliberative process built on collaboration and should continue working closely with the Commission and other key stakeholders to identify outcomes that are achievable and implementable. The Commission provided data collection for travel demand forecasts and looks forward to continued engagement in completing the Final EIS, ROD, and Service Development Plan (SDP).

The Commission notes that while the analytical work informing the Draft EIS is sound, certain technical constraints pose challenges to evaluating the proposed alternatives. For example, many assumptions used rely on analysis of past trends which do not capture the potential game-changing impacts of transformational investments.

Preferred Alternative

The Commission recognizes that completing the EIS and the SDP will require additional coordination between the FRA and the region’s diverse stakeholders, including transportation providers, local community members, and businesses. This process must not hinder planning and other pre-construction activities underway for several major, proposed Corridor

¹ 42 U.S.C. § 4321 *et seq.*

investments. The outcome of NEC FUTURE should focus on a longer term vision. The outcome should help advance and not preclude short- and medium-term investments already underway.

While additional work is required to complete the EIS and the SDP, the No Action Alternative is not an acceptable outcome. A misnomer, the No Action Alternative presumes funding levels far higher than historic investment and yet still fails to achieve a state-of-good-repair. Even with these funding assumptions, the No Action Alternative would cause degraded conditions across the transportation network due to the system's failure to accommodate new travel demand in a growing economy.

The Commission's recently completed study *Investing in the Northeast Corridor: Advancing the American Economy* concludes that the national economy stands to gain between \$4 and \$8 billion per year by expanding rail capacity and performance to keep pace with population growth. These productivity gains result from congestion avoided on the highway and aviation networks. The total benefits, however, could be significantly higher. That figure does not account for additional investment benefits such as jobs created by the construction industry and business activity attracted to a more globally competitive region.

In addition to worsening congestion on the region's highway and aviation networks, the No Action Alternative would cause increasingly overcrowded trains and continued reliability challenges. Notably, the study finds that Corridor delays due to infrastructure failures and rail congestion already cost the U.S. approximately \$500 million annually in lost productivity.

To achieve a state of good repair and sustain current service levels requires a level of investment above and beyond the No Action Alternative. Over \$20 billion would be required to replace the backlog of aging assets, in addition to ongoing, capital investments between \$400 and \$500 million per year for typical maintenance and repairs.

NEC FUTURE represents an important and necessary step forward for the NEC, the region, and the country. The Commission looks forward to continued partnership with federal, state, and local governments and the public to identify a responsible, viable long-term plan for the Corridor.

Sincerely,



James P. Redeker
Chair, Northeast Corridor Commission
Commissioner, Connecticut Department of Transportation

Enclosure: *Investing in the Northeast Corridor: Advancing the American Economy*

NEC DEIS Comments - RECORD #153 DETAIL

Status :

Pending

Record Date :

1/12/2016

First Name :

DERA

Last Name :

NECKANOFF

Stakeholder Comments/Issues :

I'm a homeowner in Salisbury Estates, NY, who will be directly affected by the Eisenhower Park & Stewart ave proposed 'trench' rail system. You cut off this 'public comment period' on Jan. 30th without ever informing the public of this and you schedule ONE PUBLIC MEETING/HEARING for both Nassau & Suffolk Counties on Jan. 12th. Shame on you. We went through this same kind of sleazy tactic when OTB tried to push through a Video Poker Casino and killed that project. We in Westbury and Long Island will fight this. Ceasing 40 acres of our beautiful Eisenhower park & destroying the peace & quiet of the surrounding neighborhoods, filling it with noise pollution & vibrations & who knows what else. . You want a high speed rail, put it underground. Tunnel under the LIE expressway, or other parkways and then have it surface at the stations.

NEC DEIS Comments - RECORD #1937 DETAIL

Status :

ADVISOR

Record Date : 2/15/2016

First Name : Mike

Last Name : Necklas

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

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

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

NEC DEIS Comments - RECORD #247 DETAIL

Status :

[REDACTED]

Record Date :

1/23/2016

First Name :

Natasha

Last Name :

Neef

Stakeholder Comments/Issues :

I strongly support alternative 1 - Amtrak may not realize it, but significant numbers of people in the New London to Providence segment commute to Boston daily and this would shorten journey times and make the ride safer. I notice in the NEC documents that a "commute" seems to be assumed to be 30 minutes or less - in reality, it is often much longer.

NEC DEIS Comments - RECORD #2483 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Margaret

Last Name :

Neill

Stakeholder Comments/Issues :

Please don't destroy a school with your proposed rail line. You would take an important piece of history away from American citizens.

NEC DEIS Comments - RECORD #246 DETAIL

Status :

Action Complete

Record Date :

1/23/2016

First Name :

David

Last Name :

Nelson

Stakeholder Comments/Issues :

Rerouting the tracks to follow Rt 95 will put the noisy train through our historic district. The Lyme Art academy will be torn up if it is south of 95. If north of 95 our only shopping center will be wiped out.

By the time this extremely expensive construction is done, trains on steel rails will be old technology. Decades from now it could be magnetic levitation or vacuum tubes. This low friction technology is likely to be faster than today's jet airplane travel.

Vacuum tube trains may have the least impact to areas that it is traveling through. Quiet, narrow and can be hidden or covered in sensitive areas. Who knows in some segments it could be supersonic or hyper-sonic, but no one will hear it. NYC to Boston in a matter of minutes

NEC DEIS Comments - RECORD #447 DETAIL

Status :

Action Complete

Record Date :

1/31/2016

First Name :

David

Last Name :

Nelson

Stakeholder Comments/Issues :

What a mess. A long diagonal bridge across the CT river, then wiping out some homes, then disturbing coastal wetlands, then ruining the Lyme Art Academy and then over historic Lyme Street. A wide swath with many gantry poles holding overhead wires. Worse yet frequent bullet trains accelerating or decelerating through this area. Yes I am for modern high speed efficient transportation, but not at this kind of expense here or elsewhere.

By the time this is built, trains on steel tracks may be an antiquated old technology. Two future possibilities are magnetic levitation and compression/vacuum tube trains. A magnetic levitation train car floats using an electro-magnetic field and is nearly frictionless. Only air resistance. The one I know of that is in operation in China. Center of Beijing to the air port 19 miles away in 9 minutes, station to station at speeds of up to 300 mph. This on a straight more direct inland route from NYC to Boston should be considered. Faster yet, is vacuum tube technology moving capsule cars with air compression in the back and vacuum in the front. These whisking by in sound insulated tubes may not be noticed by those outside the tube. Siting through sensitive areas will be easier. Unfortunately for the airlines, future train travel will cut into their business. Check these two technologies out on You Tube.

Helpful Hint: To send your comment out to multiple venues type it up on your word processing, then copy and paste to the location you want.

NEC DEIS Comments - RECORD #1740 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Katherine

Last Name :

Nelson

Stakeholder Comments/Issues :

I would like more information on the proposed changes to the NEC. What is the purpose of moving the service north when the majority of the population that uses the service lives along the coast. Service and speed does need to improve but I don't think the proposed move would be an improvement. Can't the current route be upgraded to support faster service?

NEC DEIS Comments - RECORD #1930 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Kaylin

Last Name :

Nelson

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 #2924 DETAIL

Status : Pending

Record Date : 2/16/2016

First Name : Leslie

Last Name : Nelson

Stakeholder Comments/Issues :

I am 63 years old. I grew up in Old Lyme when it was a small town. It is still a beautiful town and I have relatives living there. To destroy the historic district in Old Lyme would be a travesty. Please rethink this. I am planning on moving back in the near future.

NEC DEIS Comments - RECORD #1379 DETAIL

Status :

Unresd

Record Date :

2/14/2016

First Name :

Paul

Last Name :

NELSON

Stakeholder Comments/Issues :

A new rail line is a must; there is really no need to ut the heart out of Old Lyme, in order to complete the task.

NEC DEIS Comments - RECORD #764 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : Susan

Last Name : Nerlinger

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 as a citizen of Maryland, a member of the Audobon Society, a
teacher and a lover of the few remaining wild places where we can have some
contact with untrammled nature and its inhabitants.

I am writing to express my 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.

Increasing public transportation infrastructure is a critical priority, but in this part of Maryland, there have to be viable alternatives for a train line other that do not negatively affect the Patuxent Research Refuge.

Sincerely,

Susan Nerlinger

[REDACTED]
8255 Rolling Meadow Way

Olney, MD 20832

snerlinger@[REDACTED]

NEC DEIS Comments - RECORD #3 DETAIL

Status :

Project Complete

Record Date :

11/10/2015

First Name :

frank

Last Name :

nes PE

Stakeholder Comments/Issues : The concept of incremental improvements appear the way to complete this project. However that increment must first meet the state of good repair of the present NEC. If there is a major failure of the North river bores, Portal draw bridge, B & P tunnel, or any of the Maryland or other draw bridges many persons will be unable to meet their job needs.
In my opinion incremental work needs to be directed to the projects that will provide the most passenger minutes saver per dollar spent. The more passenger minutes saved per dollar the higher priority a project should be scored. Total number of revenue passenger miles increase needs careful analysis.
Of course a factor needs to be given to what additional passengers any increment will add not only to that segment but also total thru traffic. An example would be if \$100M spent either PHL - Wilmington or PHL - New York Penn and the Wilmington would add 500 passengers a day NYP - WASH and the PHL - NYP section would only add 500 a day NYP - PHL then the PHL - WIL should be scored higher. especially if more beyond passengers board trains.

Attachments :

DEIS_public_a00003_O.pdf (4 kb)

NEC DEIS Comments - RECORD #3 DETAIL

Status :

[REDACTED]

Record Date :

11/10/2015

First Name :

frank

Last Name :

nes PE

Stakeholder Comments/Issues :

The concept of incremental improvements appear the way to complete this project. However that increment must first meet the state of good repair of the present NEC. If there is a major failure of the North river bores, Portal draw bridge, B & P tunnel, or any of the Maryland or other draw bridges many persons will be unable to meet their job needs.

In my opinion incremental work needs to be directed to the projects that will provide the most passenger minutes saver per dollar spent. The more passenger minutes saved per dollar the higher priority a project should be scored. Total number of revenue passenger miles increase needs careful analysis.

Of course a factor needs to be given to what additional passengers any increment will add not only to that segment but also total thru traffic.

An example would be if \$100M spent either PHL - Wilmington or PHL - New York Penn and the Wilmington would add 500 passengers a day NYP - WASH and the PHL - NYP section would only add 500 a day NYP - PHL then the PHL - WIL should be scored higher. especially if more beyond passengers board trains.

NEC DEIS Comments - RECORD #2847 DETAIL

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

I agree with the Tier 1 Draft EIS as written. It is a well thought out, thorough analysis that clearly states the purpose and need for investment in the NEC; provides alternatives that meet the future needs of the NEC; uses an appropriate framework for evaluation of the alternatives; and accurately shows the anticipated benefits, costs and impacts of each alternative as well as for "no action" (maintaining the status quo).

The proposed federal action being evaluated in this Tier 1 Draft EIS is the adoption of an investment program to improve passenger rail service within the Study Area. I strongly support the adoption of the proposed investment program. As far as which alternative to adopt, I would advocate adopting the largest scale alternative for which funding can be obtained. As the draft EIS states, the Northeast is home to 51 million people (1 in every 7 Americans) -- a number expected to grow to 58 million by 2040 -- and is a cornerstone region for the US economy. The NEC rail system is a key component of the region's transportation infrastructure and is critical to alleviation of highway congestion, and to affordable mobility for people who live, work, do business and visit in the region. The most forward-looking public policy will consider the growing rail transportation needs of this region well into the future, beyond 2040 if possible. In this regard, it should be remembered that it took close to 100 years to build the original corridor; and that electrification of the NEC was completed some 80 years ago (at least between New York and Washington). Therefore, it is reasonable to project that the next major infrastructure improvement to the NEC --at least the next truly transformative one -- will need to provide for a time frame close to the next 100 years as well. So, although each alternative is successively more expensive and has greater environmental impact associated with construction, it is an investment that can be anticipated to return commensurately greater benefits to the region for a greater period of time (and thus can be amortized over that greater period of time).

In considering which alternative to pursue, I would recommend that the following be considered as key factors in determining the most cost-effective alternative: capacity/frequency of service; operational reliability; travel time/speed; and environmental benefit (e.g. fuel savings compared to highway travel, reduced hydrocarbon emissions, etc.)

The No Action Alternative is not a viable option because, as the draft EIS states, it does not return the NEC to a state of good repair, and it provides insufficient capacity to meet future demand. Maintaining the status quo will result in reduced reliability, unanticipated repair costs to maintain service, significantly increased highway congestion, and associated environmental impact. Therefore, I consider Alternative 1 (Maintain) the minimum acceptable level of investment for this program. However, as previously stated, Alternatives 2 (Grow) and 3 (Transform) provide successively greater economic and environmental benefits to the region for longer periods of time, and would therefore be preferable options to the extent that funding can be obtained.

Thank you for the opportunity to comment on this important initiative.

NEC DEIS Comments - RECORD #2738 DETAIL

Status :

Record Date :

2/16/2016

First Name :

Mike

Last Name :

Piscitelli

Stakeholder Comments/Issues :

Hello,

Thank you for the opportunity to enter prepared testimony concerning the Tier 1 DEIS. The City truly appreciates your efforts on this important matter. If you have any questions, please do not hesitate to call.

Mike

Michael Piscitelli, AICP

Deputy Economic Development Administrator

City of New Haven

165 Church Street, 4R

New Haven, CT 06510

(203) 946-2867

Attachments :

City of New Haven Record Testimony NEC Future 021516.pdf (742 kb)

CITY OF NEW HAVEN
TONI N. HARP, MAYOR



PREPARED TESTIMONY OF THE CITY OF NEW HAVEN

RE: NEC Future Tier 1 Draft Environmental Impact
Statement, Federal Railroad Administration

February 15, 2016

I. Summary

The City of New Haven ("City") respectfully offers this official testimony concerning the above-referenced draft Tier 1 environmental impact statement ("DEIS") for NEC Future. The City appreciates the work of the Federal Railroad Administration ("FRA"), its consulting partners and the many stakeholders who have developed the alternative scenarios for short-term and long-term investments along the Northeast Corridor.

The DEIS looks broadly over the entire Northeast Corridor system. While no single alternative truly captures the essence of New Haven's core objectives, namely dramatically improved commuter travel time to New York City together with improved travel time and more frequent service to Washington and Boston, the DEIS does advance a technical and analytical framework to make important decisions concerning the future of the Northeast Corridor.

Following careful review of the analytics for cost-to-passenger benefit, environmental impact and other factors, the City makes the following recommendations: (1) travel time and service frequency should be improved dramatically between New Haven to New York City along the existing Coastal

Route¹, upgraded beyond traditional state-of-good-repair investments to transform operating performance; (2) travel time and service frequency to and from Washington and Boston should be improved along on the Coastal Route, the Hartford-Springfield route and, if feasible, a Long Island tunnel, even though these alignments may not achieve the very highest operating speeds; and (3) the Central Connecticut alignment should no longer be considered and should not advance to the Tier 2 stage.

These recommendations are consistent with the City's forward thinking vision for sustainable development and, more importantly, are consistent with the interests of the United States by supporting economic growth, environmental protection and sustainable communities throughout the Northeast.

II. Context

The City of New Haven, City of New London, City of Norwalk, City of Bridgeport and City of Stamford ("the Cities") filed a joint letter dated October 19, 2012 to the FRA concerning NEC Future. At the time, the Cities offered that economic development should be a primary assessment factor; that the existing shoreline route should be a fully assessed alternative; that state of good repair should be a component of Phase 1 investments; and that operations and governance reform may be a mechanism to increase capacity and utility of the shoreline route. The DEIS does in fact consider all of these factors; however, the City offers the following points-of-emphasis in further support our three recommendations:

(a) Economic Growth. The City is the socio-economic center of south central Connecticut and among the fastest growing cities in New England in terms of both population and economic significance. For the first time since 1991, there are over 80,000 jobs in the City, making up approximately a quarter of the jobs in the New Haven MSA. Economic drivers in higher education, the life sciences, advanced manufacturing, IT, and supporting service industries are catalyzing new job growth. The knowledge-based economy, furthermore, is concentrating in the City and elevating our profile nationally and globally. In New Haven, Yale-New Haven Health System (YNHHS) and Yale University are also national leaders in their respective sectors.

YNHHS is the 4th largest hospital in the country, with 1,541 beds and 12,100 employees, making it the second largest employer in the region. YNHHS is widely considered one of the best hospitals in the United States, and is nationally ranked in 8 of 18 specialties by *U.S. News & World Report*. In

¹ The "Coastal Route" refers to the existing Northeast Corridor along the shoreline of Long Island Sound between New York and New Haven, CT.

2014, YNHHS had 78,529 inpatient discharges and 1.2 million outpatient encounters. In 2008, YNHHS opened its renowned Smilow Cancer Hospital in 2008 and is one of only 45 comprehensive cancer centers in the United States, as recognized by the National Cancer Institute.

Yale University, with 14,000 employees and over 12,000 enrolled students, is a global leader in higher education. Yale recently opened its new School of Management building, adding 200 students. In addition, Yale is building two new residential colleges, which will cost \$600 million to construct and add 800 additional students, faculty and staff. New Haven's universities also provide a platform from which the City can compete in the global arena. For example, Yale has \$360 million in federal R&D obligations, which ranks 14th nationwide, and its Cooperative Research Technology Transfer program has been instrumental in attracting new biotechnology companies to the region. Additionally, Yale has produced some 40 new start-up companies in Greater New Haven. These companies have attracted over \$3.6 billion in private capital.²

The Yale School of Medicine ranks in the top 20 for NIH funding, placing New Haven in class with Nashville, Raleigh-Durham and other mid-sized cities with advanced technology centers. With the Yale School of Medicine driving growth, greater New Haven is now the 2nd largest biotech cluster in all of New England. This year, Alexion Pharmaceuticals relocated and expanded to the newly-constructed 500,000 s.f. med/lab office building at 100 College Street in the heart of the medical district. This is the first development at Downtown Crossing, the City's long-term USDOT TIGER-supported transformation of the Route 34 corridor from an expressway that separates neighborhoods to traditional urban street blocks that connect neighborhoods. The second development, at the 4.5-acre Coliseum site, will result in 1,400 additional jobs at a new 1.1 million s.f. mixed use, transit-oriented community, also within close proximity to Union Station.

Alexion's relocation to New Haven offers important lessons to the future economy as concentrated job growth fuels demand for new housing and for transit services. There are over 2,000 residential units in the City's development pipeline. The most recent project to open (with 160 units) is located just one block away from Alexion's new home. Moreover, housing demand is moving beyond the traditional Downtown district and into the surrounding neighborhoods of Wooster Square and the Hill, both within walking distance of Union Station.

The increase in residential density and the aggressive push to create jobs is entirely consistent with the goals and objectives of the HUD-DOT-EPA Interagency Partnership for Sustainable Communities ("the Partnership"). The City is honored to collaborate with the Partnership as we

share a common vision for affordable housing and transportation while preserving the environment. Our Hill-to-Downtown Community Plan was formulated with federal and state sustainability grants. The plan calls for the dramatic transformation of the area around Union Station, which is now characterized by deteriorating housing and surface parking lots. The plan is now being implemented and, at full build, will result in over 1,400 housing units, up to 1.0 million s.f. of commercial space and 2,500 new jobs.

The City requests that both Downtown Crossing and the Hill to Downtown Plan are added to Table 7.20-5 of the DEIS and are fully-considered in the context of the City's recommendations.

In no uncertain terms, New Haven is growing in a forward-thinking manner that focuses on all aspects of the Partnership's vision – housing, the environment and transportation. This growth is concentrated in close proximity to employment centers and is not dispersing throughout the region. The DEIS Central Connecticut alignment, if it were to move forward, would have a deleterious effect on our responsible growth trajectory and damage our shared-vision with the Partnership for a more sustainable future.

(b) Coastal Route. The City, as with many other stakeholders along the existing Northeast Corridor in Connecticut, is concerned that the DEIS does not fully support the transformation of this Coastal Route with higher-speed, higher-capacity passenger rail services. Based on analytics presented in the DEIS and on further work by the Regional Plan Association, one-hour service to and from New Haven and New York should be our goal and should be advanced to the Tier 2 level. New Haven is part of the Greater New York Combined Statistical Area (24 million residents), indicating the super-regional nature of greater New York and its influence on local economic conditions. In 2015, the MTA Metro-North New Haven Line set a new record with 40.3 million passengers over the course of the year.

From an inter-city perspective, New Haven also is the historic center of Amtrak service in Connecticut. Following electrification of the line easterly to Boston and following recent years of economic growth, Amtrak service has grown significantly. With over 700,000 annual passengers, New Haven is now a Top 10 station for the entire Amtrak system.

There remains, however, a significant unmet market demand to and from Washington, DC. According to analyses prepared for Tweed-New Haven Airport, only 56% of passengers take

² Statistics collected and reported as part of the City's Official Statement, 2015

Amtrak out of New Haven to reach the Washington/Baltimore market.³ Instead, passengers are forced to use airports inconveniently located in other cities as Tweed does not serve to Washington, DC. The final EIS can set forth a pathway for achieving enhanced service to New York City and Washington, which is to say that we must go beyond the “No Build” state-of-good-repair projects and instead fully explore solutions to choke points along the NEC, particularly in Connecticut where the basics alignment is already in place, and where the cost-effective application of capital will have the greatest beneficial impact on current and (as a result of the capital investment) induced users of the NEC.

The City further supports the State of Connecticut in its efforts to develop the Hartford-Springfield Line, which will open up a high-speed connection to Hartford on an existing rail corridor. The City likewise supports efforts to further extend this line to Boston through Springfield. This historic inland alignment is a more appropriate alternative than the new Central Connecticut route, which has far more significant environmental impacts in our state.

(c) Operations and Governance. Representatives from New Haven attended NEC Future events in Rocky Hill, Boston, Mineola, Hartford, New Haven, and Washington DC as part of this process. We likewise met with leadership teams from MTA Metro-North and Amtrak during this same time frame. Following these consultations, the City fully appreciates the challenges associated with operations and governance of the Coastal Route. Requests for enhanced service (let alone improved travel speed) are complex and daunting undertakings with no clear starting point.

The City strongly believes that the FRA and NEC Commission must provide national-level leadership and establish a collaborative problem-solving approach in order to achieve the desired outcomes, specifically the coordination of capital investments and service plans leading to 60+ minute service between New Haven and New York City, together with allocation of track for more frequent high speed intercity service to Boston and Washington.

III. Cost to Benefit

From a cost-benefit perspective, the DEIS indicates that the Alternative 3, Central Connecticut alignment will cost approximately \$300 billion for initial construction. This is a staggering investment, particularly when considered against more cost-effective opportunities. There is an existing platform of current and planned investments that should be shared with the future high-speed service(s) contemplated in the DEIS.

³ Tweed New Haven Airport, 2015.

The State of Connecticut is investing \$1.4 billion on the New Haven Rail Yard Facilities Improvement Program, which is transforming the Rail Yard into a fully functional facility supporting rail transit service well into the twenty-first century. Already, the Rail Yard has been expanded to 74 acres to meet the needs of Metro-North, Amtrak and future services. Amtrak has made major investments in the Rail Yard and in commercial space in New Haven that would need to be replicated somewhere else in the NEC system, if the City did not remain the central hub in the system. For example, Amtrak handles routine maintenance and equipment repair in the Rail Yard. The facility also provides an opportunity for “running repairs” to quickly address minor issues on trains that are in-service without having to take the train out of service and disrupt the journeys of hundreds of passengers. The City, therefore, encourages the FRA to look not only at capital and operating costs, but also the potential for cost avoidance through more efficient use of existing systems.

Likewise, it is important to recognize and support the dramatic changes coming with the Hartford-Springfield Line. This is a high-speed service bolstered by a state/federal investment of \$643 million to provide direct connections at Union Station in New Haven. Connecticut has identified this and other key projects in Let’s Go CT!, a 30-year investment plan that needs to be advanced to Tier 2.

The annual operating and maintenance cost analysis does not support the Central Connecticut route. With estimated annual operating costs of \$2.2 billion, the analysis presents aggressive revenue projections in order to estimate an operating profit of \$445 million. On a cost per passenger mile basis, this investment is equally troubling as the margins are simply too narrow to be used as a basis for a \$300 billion capital investment. Our focus in Tier 2 should again return to the Coastal Route and Hartford-Springfield line. With time-tested service models, the financial forecast can be measured against historical trends and economic growth. Moreover, an Obama Administration report validates the prudence and economic benefits of investment in the existing infrastructure:

“One important finding from the economic literature on the economic impact of infrastructure investments is that, in countries like the U.S. where a relatively well-developed transportation network already exists, the highest return investments will

often arise from the maintenance of existing infrastructure, rather than from investments in new infrastructure.”⁴

IV. Environmental Impact

We call your attention to the significant environmental impacts associated with the Alternative 3 route through Central Connecticut, which is anticipated to affect over 42,000 acres of developed land and another 30,000 acres of undeveloped land.⁵ Such a pronounced change in development in largely rural portions of Connecticut is inconsistent with the State of Connecticut’s *Conservation and Development Policies*, which calls for the State to “conserve and restore the natural environment, cultural and historical resources and traditional rural lands.”

While the report strives to estimate changes in land use patterns, the City calls more specific attention to the adverse impacts associated with urban sprawl. Not all growth leads to beneficial social and economic outcomes. The highly-regarded Victoria Transport Policy has looked at this issue specifically in relationship to transportation investments:

“This analysis indicates that sprawl imposes more than \$400 billion in external costs and \$625 billion in internal costs annually in the U.S., indicating that smart growth policies which encourage more efficient development can provide large economic, social and environmental benefits.”⁶

In this context, we trust the FRA will more fully understand New Haven’s concerns about the Central Connecticut alignment. The City is working extremely hard to re-build the density lost during urban renewal and the suburbanization of the last century. Connecticut now places a high emphasis on its existing urban centers, with focused reinvestment in center cities, inner ring suburbs and transit-rich environments.

One of the “new markets” presented is the University of Connecticut, our flagship university. UConn is located in a rural portion of our State, characterized by low-density and low-impact development. Public utilities (particularly natural gas and sanitary sewer) are limited. A sprawl-inducing high-speed rail line is not in keeping with the rural landscape and character of northeast

⁴ The White House, “Recent Examples of the Economic Benefits from Investing in Infrastructure,” November 2011, page 15.

⁵ DEIS Page 7.2-5.

⁶ Litman, Todd, “Analysis of Public Policies that Unintentionally Encourage and Subsidize Urban Sprawl,” Victoria Transport Policy Institute and LSE Cities, March 2015,

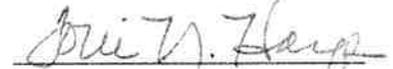
Connecticut. Rather than encouraging urban sprawl, Tier 2 should advance Connecticut's policy objectives and avoid the unintended consequences of urban sprawl.

V. Closing

Thank you for your consideration of the City's comments on the DEIS. We again urge your support for Connecticut's center cities by focusing your recommendations on the existing Coastal Route and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs. In no uncertain terms, the bypass alignments will have adverse effects on our community; do not support the knowledge-based and innovative economies of southern Connecticut and do not merit further consideration by the FRA.

Respectfully submitted,

CITY OF NEW HAVEN



Toni N. Harp

Mayor

City of New Haven

165 Church Street

New Haven, CT 06510

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545 Long Wharf Drive, 4th Floor, New Haven, CT 06511

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

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

February 10, 2016

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

I am writing on behalf of Visit New Haven concerning the NEC Future Tier 1 Draft Environmental Impact Statement for the Northeast Corridor. As a tourism marketer for Greater New Haven, I am expressing deep concern about FRA's intent to analyze future route alignments which bypass Union Station in New Haven.

Tourism is a critical component of the region's economic well-being. With over 4.8% of Connecticut's workforce being employed in tourism related jobs, the industry contributes over \$1.7 billion in economic impact. Since 2012, the State of Connecticut has made a significant investment to tourism marketing to attract visitors from all along the Eastern Seaboard. Removing New Haven from a major rail route undermines that investment.

Union Station is an essential transportation hub for New Haven and the surrounding towns. Our local airport has only a single carrier offering just three flights a day. Hoteliers, restaurateurs and retailers rely heavily on rail service to bring visitors from Washington, D.C., Philadelphia, New York City and Boston.

As Connecticut's tourism industry works to rebound from the effects of the recession, inclusion in the route is critical to its success. Our community has an embarrassment of riches in terms of cultural and historical attractions that rely on travelers for their financial viability. Quite frankly, we need rail passengers to regain the industry's vitality.

I urge you to work with the State of Connecticut and the Metropolitan Transportation Authority to upgrade the existing Northeast Corridor in Connecticut and introduce any and all new service on this shoreline route. In other words, do not analyze an inland route, which would bypass three of Connecticut's major economic centers - Stamford, Bridgeport and New Haven. Moving people in and out of New Haven on state-of-the-art rail systems is too important for us and for the many other businesses that are growing in this region. Instead, I urge you to invest the nation's infrastructure resources in a manner that supports the economic future of southern Connecticut.

Very truly yours,



Barbara Malmberg
Director of Marketing
Visit New Haven
545 Long Wharf Drive, 4th Floor
New Haven, CT 06511
203-777-8550

NEC DEIS Comments - RECORD #2826 DETAIL

Status :

Active - Complete

Record Date :

2/16/2016

First Name :

Peter S.

Last Name :

Trentacoste, Esq

Stakeholder Comments/Issues :

Please be advised that this firm represents the Incorporated Village of New Hyde Park (Village). The attached comments are respectfully submitted on behalf of the Village

Peter S. Trentacoste, Esq.

Spellman Rice Gibbons

Polizzi & Truncale, LLP

229 Seventh Street - Suite 100

P.O. Box 7775

Garden City, New York 11530

516-592-6835

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INCORPORATED VILLAGE OF NEW HYDE PARK

Written Comments Concerning the NEC Future Tier 1 Draft EIS

February 16, 2016

Introduction

The following comments are submitted by and on behalf of the Incorporated Village of New Hyde Park (New Hyde Park) with respect to the NEC Future Tier 1 Draft Environmental Impact Statement (NEC Future).

NEC Future is a planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC) from Washington, D.C., to Boston.

The Federal Railroad Administration (FRA) has developed three distinct Action Alternatives for evaluation in the NEC Future.

Alternative 1 maintains the role of rail as it is today in the region, with the level of rail service keeping pace with the growth in population in the Study Area.

Alternative 2 grows the role of rail, expanding rail service at a rate greater than the growth in regional population and employment.

Alternative 3 transforms the role of rail, supporting trips over longer distances and to places not currently connected by passenger rail, thereby positioning rail as the dominant mode for Interregional travel to urban centers along the NEC. Alternative 3 includes new route options operating between Washington, D.C., and Boston separate from the existing NEC. Specially, Alternative 3 proposes high speed rail service via Long Island by providing service through New Hyde Park and northern New Haven and Hartford Counties, CT.

These comments are intended to assist the FRA, in the preparation of an appropriate and useful EIS so that both the lead agency and the public may properly evaluate any proposal for the NEC, especially Alternative 3 as it relates to New Hyde Park and neighboring municipalities on Long Island. In the absence of a formal detailed plan and based upon basic information provided in the Draft EIS, New Hyde Park provides the following comments.

1. Based upon the information provided, the NEC Future is insufficient in evaluating the significant impacts which will occur in the communities through which the project will extend.

2. NEC Future must consider all potential property acquisitions needed.
3. NEC Future must consider all neighborhood and community disruption. Every development has a neighborhood impact. Those impacts must be considered.
4. NEC Future must consider traffic impact and conduct an appropriate traffic analysis and study.
5. NEC Future must consider the noise impact and conduct an appropriate noise analysis and study.
6. NEC Future must consider the impact in parking and conduct an appropriate analysis and study.
7. New Hyde Park is fortunate to have several parks within the Village. NEC Future must carefully study the impacts (both temporary and permanent) upon these parks.
8. NEC Future must consider if advancement will result in any loss of assessed valuation by the Village, a method to compensate New Hyde Park on a permanent basis for such loss must be devised.
9. NEC Future must conduct a careful analysis of impacts upon businesses.
10. NEC Future must consider the impact on public safety and security and conduct an appropriate analysis and study.

Conclusion

Commentary upon the NEC Future Tier 1 Draft Environmental Impact Statement prior to any presentation of a potential design for the proposed project is a very difficult chore. Without design detail (or even concept), one is left only to surmise what is proposed. Such surmise has not been made here. As a result, further comment will be made once a design shall have been proposed.

The residents of New Hyde Park strive to preserve and promote a quality of life which focuses upon safety, security, fine homes, manicured lawns, uncluttered roads, culture, recreation, education and a sense of community. Any project proposed for New Hyde Park must also protect and promote that quality of life.

New Hyde Park is also special as a business community. The business owners and professionals in the village are committed to complementing the residential community in promoting New Hyde Park as a wonderful place to visit or in which to live or work.

It is urged that the environmental review of the proposed NEC Future take into consideration and share in, at every phase and in every category of review, the promotion of the dearly-held values of the New Hyde Park community.

Respectfully submitted,

The Incorporated Village of New Hyde Park

NEC DEIS Comments - RECORD #1063 DETAIL

Status :

Record Date : 2/12/2016

First Name : Michael E.

Last Name : Passero

Stakeholder Comments/Issues :

To Whom It May Concern,

Attached please find a letter submitted by the Mayor of the City of New London, CT commenting on the Tier 1 Draft EIS. Please note that the original letter is being mailed today via the US Postal Service.

Thank you.

-Ned Hammond

Ned Hammond

Economic Development Coordinator

City of New London

Office of Development & Planning

New London City Hall

181 State Street 2nd Floor

New London, CT 06320

(860) 437-6309

(860) 437-4467 (Fax)

nhammond@ci.new-london.ct.us<mailto:nhammond@ci.new-london.ct.us>

www.ci.new-london.ct.us<http://www.ci.new-london.ct.us/>

Attachments : NEC Future comment ltr NL_Mayor.pdf (2 mb)



City of New London

Office of the Mayor

181 State Street • New London, CT 06320 • Phone (860) 447-5201 • Fax (860) 447-7971

February 12, 2016

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

SUBJECT: NEC Future Tier 1 Draft Environmental Impact Statement

On behalf of the City of New London I submit the following comments regarding the NEC Future Tier 1 Draft Environmental Impact Statement.

The City of New London clearly understands and appreciates the purpose and need of the NEC FUTURE program, and while the City fully supports improved rail service and performance throughout the Northeast Corridor, and affirm that the Northeast Corridor is critical to the future economic growth of this part of the country, we are concerned that the alternatives presented in the EIS may have greater adverse impacts upon the City of New London than the predicted economic growth impacts. We note that due to the general nature of a Tier 1 EIS, it is difficult to make specific comments about specific components of the project, and we do recognize that further analysis will be provided in the future pending the outcome of the alternative selected in the Record of Decision. However, we do have some concerns as to how the project might impact our municipality and the New London region as a whole which are expressed below.

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

The City of New London is approximately 5.67 square miles in land area and of this over 50% of the land area is non-taxable. New London's commercially developed land area comprises 270 acres (7.3%). The City is one of the most densely populated cities in the State of Connecticut and provides all the municipal services of much larger cities. As such, the City struggles to maintain a good level of municipal services while keeping the tax burden to its property owners from being corrosively high. Alternative 1 appears to create a new track ROW through the municipality that will likely impact significant tax generating property. New London simply cannot afford to lose any more taxable land without maximum annual compensation in lieu of taxes.

Additionally, the track location depicted in Alternative 1 appears to bypass the current Union Train Station in downtown New London. This train station stop is vital not only to our existing transportation needs, the needs of the region, and present and future Transit Oriented Development initiatives but is hugely important to the successful development and sustainability of the future \$100 million National Coast Guard Museum to be located directly adjacent to and connected to Union Station. Any significant reduction in the number of passengers and train stops at this station will assuredly impact the City's growth.

In Alternative 2, a new route is proposed that would run northerly from New Haven through Hartford to Providence with a potential stop at UCONN (Mansfield/Storrs). The Tier 1 EIS identifies this route being provided to serve Intercity-Express, but again we are concerned that if constructed, it could result in less regional trains running along the shoreline route having stops in New London. On the other hand, if there are concurrent efforts to add passenger service to the New England Central Railroad (NECR) line from New London to Brattleboro, Vermont, known as the Central Corridor Rail Line, with a stop at or near Mansfield/Storrs then it is possible that Alternative 2 may be an opportunity for future economic growth in New London and the region.

In Alternative 3, four new route options are being considered for north of New York City, all of which would travel through Hartford before continuing to Boston via either Providence or Worcester. As all of these options would create a new rail line north of the existing shoreline route, we are deeply concerned about the negative impacts it could have for the future level of investment in the existing line through southeastern Connecticut and the number of trains that would pass through and stop in New London. Alternative 3, unequivocally the most ambitious and financially monumental action alternative of the three, will in all likelihood sacrifice essential and sustaining funding for the current Connecticut rail line from New Haven to Providence, R.I. While planning for future growth is prudent, sacrificing and diverting the necessary investment from the existing local and regional rail lines is simply a bad idea. Such as it is, we encourage the Federal Railroad Administration to remove Alternative 3 from further planning objectives.

Respectfully submitted,


Michael E. Passero
Mayor

NEC DEIS Comments - RECORD #2155 DETAIL

Status :



Record Date : 2/15/2016

First Name : Brenda

Last Name : Newbegin

Stakeholder Comments/Issues :

I oppose Alternative 1 of the FRA's 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 #997 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name :

Last Name : Patrick

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,
Patrick Newcombe

NEC DEIS Comments - RECORD #1859 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Last Name :

Stakeholder Comments/Issues :

To: Ms Carol Braegleman Office of Environmental Policy and Compliance

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,

Hazel Newell

Next speaker is Michael Piscitelli.

MR. PISCITELLI: Thank you. My name is Michael Piscitelli. I'm the Deputy Economic Development Administrator for the City of New Haven.

On behalf of Mayor Harp and everyone on our team, we wanted to thank you for coming back to New Haven and for your commitment, quite frankly, to high-quality, high-speed rail service in the Northeast.

Provided you don't count it against my time, I will tell you as well, as an urban planner, I should acknowledge the fact that the quality of the work that you did on a complex topic does not go unnoticed. We read the entire document, and you've done quite a service, not only to the Northeast but to the nation. So we appreciate your efforts in crystallizing a set of alternatives.

I'll restate a little bit of what we've talked about in the past and maybe provide some new insights. As with many others, we're still working our way through the entire document, and we'll get you formal comments.

There's been a very significant, important relationship between the Northeast Corridor and New Haven's economic growth in recent years. To give you a sense for that, in 2014, we jumped over 80,000 jobs. So that's 80,000 of the 300,000 jobs in the region are in New Haven. We grew right through the recession, both in terms of jobs and in population growth.

And you'll see similar stories in the mid-size cities along the Northeast Corridor. Some of that was reported out in the NEC Commission report as well. We think that's important in part because of the relationship to rail.

So dialing it all the way back, when I started with the City back in 2000, we were doing about 250,000 rides per year on Amtrak. We do over 700,000 rides per year on Amtrak right now. We are a top-ten station on the Amtrak system, and that is wholly and singularly related to the change in our economy from a traditional manufacturing economy to one that's knowledge based. Health care, education, IT, new media, all of these new companies are moving into our market and, quite frankly, with people that are living downtown and close to work, are collaborative. We have a very important and specific need to maintain and improve those relationships between Boston, New York, Washington, and the center of our city.

You had said earlier -- it was in the video -- something about what did we miss or what can we do a little bit more and how can we better inform the document. I would make a couple of points that perhaps we can work on between now and final.

The first is more specific attention to what's happening in these center cities, in the smaller cities like New Haven and Bridgeport and Stamford. Although I've spoken a little bit about our growth, there's a whole other level of economic activity that we can achieve in order to be truly transit rich, diverse and high density in a manner consistent with state and federal policy. And there are a number of different initiatives, like our Hill to Downtown, which was funded by HUD, Downtown Crossing, which is the tear-down of Route 34. We'll help quantify for you what those economic impacts are, which we, again, think speaks to the real significance of the coastal corridor.

Related to that, I would suggest to you that the document could go a little bit further looking at the potential impacts of induced urban sprawl associated with some of the newer routes in newer areas. So you've quantified and we think importantly quantified the impacts on farmlands and environmental resources, that sort of thing. We might ask you to look a little bit more deeply at the potential economic benefits in these center cities along the coastal corridor, and likewise at the potential avoided impacts, if you will, of urban sprawl, which has been an incredible challenge for the state of Connecticut as we seek to grow and remain nationally competitive.

So with that, again, thank you for your time. We truly appreciate all of your extra efforts, and we'll stay with you along the way.

MS. SIEGEL: Thank you, very much.

NEC DEIS Comments - RECORD #2335 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Karen

Last Name : Newton

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 #2376 DETAIL

Status : ~~Action Completed~~

Record Date : 2/15/2016

First Name : Be

Last Name : Nguyen

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 #1465 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Heidi

Last Name : Niblack

Stakeholder Comments/Issues :

No, no, no to Alternative I and the effect it will have on the Old Lyme community.

NEC DEIS Comments - RECORD #240 DETAIL

Status : ████████████████████

Record Date : 1/23/2016

First Name : Emily

Last Name : Nichols

Stakeholder Comments/Issues :

I travel frequently from NYP to Massachusetts by rail and would love to have rollon bicycle service to Northampton, Greenfield, and Boston. I would use this at least 4 times per year. I am also a slow travel writer and encourage others to use bike/rail connections to explore the northeast.

NEC DEIS Comments - RECORD #177 DETAIL

Status :

Pending

Record Date :

1/14/2016

First Name :

William

Last Name :

Nichols

Stakeholder Comments/Issues :

As part of the plan all management along the east coast corridor needs to develop a comprehensive trash abatement plan! I ride from Baltimore to DC every weekday. The lines are trashed the entire trip. I see the same abandoned cars/boats/large debris every day for years. Both Amtrak and CSX need to send cleaning crews out on a regular basis to pick up trash and debris including 100s of tires.

This waste contaminates streams and clogs drainage that can cause backups/flooding of tracks. This work cannot be done by volunteers since its too dangerous so that means YOU need to do more to keep the tracks cleaner and looking better. Its a sad way to travel when all you see is trash for miles on both sides of the tracks.

NEC DEIS Comments - RECORD #2817 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Colleen

Last Name :

Nickerson

Stakeholder Comments/Issues :

It's going to destroy old lymes historical district and harm our marsh lands. There needs to be another option than alternative 1.

NEC DEIS Comments - RECORD #294 DETAIL

Status :

Action Completed

Record Date : 1/26/2016

First Name : Ralph

Last Name : Nicosia-Rusin

Stakeholder Comments/Issues :

These comments address purpose and need with respect to scope and implementation-

The key decision is whether high speed rail is pursued with pragmatic or transformative vision. The pragmatic vision is seductive by the allure of achieving some improvement. But it begs off of the major capital and political costs that can potentially doom it to sub-par performance and low capacity. These in term prevent the economies of scale for long range success and fulfillment of public needs.

A transformative vision takes a cue from history when trans-continental rail and urban transit were financed largely by private interests seeking profit, not from transportation services, but from transforming the value of land and other resources by improved transportation resources.

A high speed surface corridor has disastrous consequences all along its route on adjacent land but intense benefits at its nodes. High speed rail can only have a few nodes in order to have desired short trip times between major destinations.

This effort therefore should be married with a comprehensive corridor land use plan. There should be redevelopment districts planned around each station with eminent domain for shared public ownership of land around each station and improvements to corridors used to access these stations. The capital for acquisition could be financed by lease payments for current uses. The capital for high speed rail will be financed by future land leases for higher intensity development around each station and incremental value taxation on a wider designated district surrounding the station core district. This designated district reflects property that has strong benefits from the high speed rail services due to easy ground access service to a high speed rail station.

High speed rail stations need to recognize their close relationship to airport terminals and provide the parking, shuttle vans, and moving walkways suitable for a high volume of passengers with luggage.

For a transformative vision to become pragmatic it needs to communicate to a broad public

- the scale of its vision,
- the public interest benefits,
- the unavoidable negative impacts, and
- a commitment for
 - + fair compensation and
 - + transparency in imposition of governmental authority to achieve a public good..

There then needs to be a broad scale legislative commitment to this vision by creating the authorities and intergovernmental agreements necessary for modernizing the Northeast Corridor.

This EIS may not be able to directly address this broader scope, but NEC FUTURE can use the EIS to

advocate for the requirement for a more comprehensive implementation program for accomplishing the purpose and need of this study.

NEC DEIS Comments - RECORD #310 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : Heather

Last Name : Nielsen

Stakeholder Comments/Issues :

As a resident of Garden City, NY, I am writing to express my opposition to the proposed high speed train project. Additionally, I am extremely frustrated by the lack of transparency that has been involved in this project and the lack of opportunities for the public to comment on the proposals. The residents of Garden City and many other towns on Long Island do not want this train running through our towns.

Sent from my iPhone

NEC DEIS Comments - RECORD #2811 DETAIL

Status :

As of 2/16/2016

Record Date :

2/16/2016

First Name :

Carmen

Last Name :

Niichel

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 alma mater.

NEC DEIS Comments - RECORD #489 DETAIL

Status :

[REDACTED]

Record Date :

2/2/2016

First Name :

Leif

Last Name :

Nilsson

Stakeholder Comments/Issues :

The lower CT River valley was called one of the last great places and I believe building a bridge across it between the bridges will ruin it forever. And the town of Old Lyme was almost ruined by I95 cutting straight through it and a new High Speed railway will certainly destroy what is left of that corner of town. What is wrong with where the tracks are now?

NEC DEIS Comments - RECORD #1638 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Dennis J.
Last Name : Martin
Stakeholder Comments/Issues :

From: RTRoberts@njtransit.com [mailto:RTRoberts@njtransit.com]
Sent: Friday, February 12, 2016 3:48 PM
To: Reyes-Alicea, Rebecca (FRA); carol@pbworld.com; Baer@pbworld.com; Ruby.Siegel@aecom.com
Subject: NJT Formal Comment Letter on NEC Future and Technical Comments

The first attachment is NJT's formal comment on the DEIS signed by our Interim ED. The second attachment is what I call our "technical comments". These are for you to read not part of our formal record. These technical comments are laid out to do two things: provide more detail and background on our concerns and set the stage for upcoming discussions on the final outcome of the FEIS and ROD. At the end of the technical comments, there are thoughts on how I might wish to see this whole exercise end up for your consideration.

You will see some statements and references in these comments which are less about this process, what you are doing, and more about concerns NJT has generated because of our experiences negotiating directly with Amtrak for over a year.

Personally, I want to say you folks did a great job of trying to lay everything out, even if I still have questions and issues with some analysis and statements. You faced a mammoth task. The complexity of the material and the challenge you had in organizing it was evident.

Now, we can focus on what we want to result from this all this work. I look forward to continuing the dialogue, at least for a little while more (for me this adventure began around this time of the year in 2010 when we started thinking about preparing the application that went to FRA). Stay warm and have a nice weekend, Rich R

Attachments : Alicea-Reyes FRA-Comment on NEC Future Tier 1.pdf (785 kb)

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Acting Commissioner
Dennis J. Martin, Interim Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

February 12, 2016

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

RE: Comments on NEC Future Tier 1

Dear Ms. Alicea-Reyes:

NJ TRANSIT is pleased to comment on the Tier I Draft Environmental Impact Statement (DEIS) for the NEC Future planning effort. The document, a result of efforts by NJ TRANSIT and other states beginning in 2010 to outline the application to the Federal Railroad Administration (FRA), highlights a range of future improvement alternatives with a concomitant range of outcomes, including ridership growth forecasts, the physical envelope needed to accommodate capital improvements, operational changes, capital and operating costs, and associated benefits.

This specific environmental process, conducted to address the requirements of the National Environmental Policy Act, is not the end of the planning and decision-making that will be needed. In many instances, the information presented generates additional important questions, so additional work will be needed before specific courses of action are taken.

Notably, the relative ridership increases accommodated under the DEIS' various comparative operating assumptions and capital improvements demonstrated that simply offering trains traveling at super high speeds would not attract most of the identified potential new ridership market. This result is consistent with the expectations outlined in our scoping letter to you dated, October 12, 2012. In fact, the issues and concerns we summarized in that letter remain central to our current perspective on this analysis and its results. We are focused on the needs of our customers as well as the need to carefully examine future market demand. The market analysis contained in the DEIS assists in responding to many of our concerns, but it does not answer all of them.

NJ TRANSIT considers the most critical finding among the alternatives examined to be the need for added trans-Hudson rail capacity into Midtown Manhattan. The analysis makes clear that to achieve a future capacity of 42 trains per hour; any proposed new Midtown Station facilities must accommodate a run-through set of tracks that extend

across Manhattan and connect with the rest of the rail system in Queens, either with the Long Island Rail Road or the Hellgate Line into the Bronx, or both. From the analysis completed to date by NJ TRANSIT, it appears 42 trains per hour is a valid target to meet NJ TRANSIT's customer demand in 2040, based on our current rail system.

However, there would not be room for additional rail service further into the future. Decisions on achieving the capacity to handle projected rail ridership must be considered in coordination with an examination of total trans-Hudson transit capacity, using an analytic approach which is sensitive to future customers' needs.

NJ TRANSIT is greatly concerned about many of the proposed improvements on the Northeast Corridor within New Jersey because they necessarily would involve both huge expense and serious impact on many built-up portions of New Jersey along the Corridor. For instance, some of the statements in the DEIS point toward widening the Northeast Corridor or creating extensive tunneling in areas that would require removing existing dense development. This raises important questions of community impact and environmental justice. There are also implied impacts on all the NEC stations, especially with Alternatives 2 and 3. Notably, NJ TRANSIT has over the last decade invested tens of millions of dollars to improve some of these stations, for example Trenton Station and Metropark. Thus, any proposed changes to these stations must be carefully scrutinized and fully understood before feasibility is assumed.

NJ TRANSIT must also have it understood and explicitly acknowledged that we will be able to continue to work to achieve and maintain a state of good repair on the 14 New Jersey NEC stations we own, as well as to continue to make necessary safety and ADA compliance improvements to these stations. Additionally, NJ TRANSIT must continue to make other necessary specific improvements along the NEC in order to maintain our ability to meet our future rail operating and customer needs. NJ TRANSIT is now pursuing some of those improvements to make our rail operation more resilient following the effects of Superstorm Sandy.

As a successor to prior passenger rail operators with the right to use the NEC, none of the proposals in this DEIS can be allowed to prevent us from doing what is necessary to best serve our customers. For example, NJ TRANSIT has demonstrated our willingness to work with Amtrak on mutually agreed to longer-term projects, such as the reconstruction of the Elizabeth Train Station and its platforms. NJ TRANSIT worked with Amtrak, and at our cost, offered to relocate the eastern platform of this station to meet Amtrak's request to allow a fifth track to be added in the area. NJ TRANSIT would not accept a situation in which follow-on actions to this DEIS inhibited our ability to provide the rail services required to meet future customer needs.

As we have discussed, much of the DEIS analysis was performed in order to permit a comparison between the alternatives presented. We also explicitly noted during these

discussions that some aspects of the assumptions, factors and operational analysis employed did not reflect the actual functioning of NJ TRANSIT's rail operations. We accept use of these techniques because of the scale of the overall DEIS effort and the need to define a scope of work that was achievable within a reasonable timeframe. However, our acceptance of analytical techniques for those purposes does not translate into our accepting them in the "real world" within which we must function to serve our customers.

The scoping letter that NJ TRANSIT sent as this effort was being initiated also indicated that we were very concerned even then about potential impacts on the existing physical surroundings along the NEC and various limitations that might be created, such as upon station access and parking, among other local impacts. We suggested then and we continued to suggest as work on the DEIS was progressing that it was crucial to think more carefully about how many and which trains stopped in particular locations, as well about the ramifications of seeking much higher train speeds.

Due to those and other factors, NJ TRANSIT cannot endorse Alternative 3 and its project elements. Alternative 3 would cause the greatest impacts along the NEC in New Jersey, while providing the least benefits to our state. Greatly expanding the width of the NEC across New Jersey, going from the 150 foot wide existing right-of-way to one that is 280 feet, and creating whole new rail lines on new rights-of-way within this densely developed state cannot be supported given that the other alternatives examined provided evidence of much greater benefits.

We are anxious to have further discussions about Alternatives 1 and 2 and those portions of the NEC where specific projects can be mostly accommodated within the existing NEC right-of-way. We also are interested in discussing projects which can progress by utilizing vacant or underutilized property next to the existing right-of-way.

Meanwhile, the DEIS draft mentions the potential need for a new Amtrak rail yard in New Jersey, (see page 4-32, Table 4-7) but no potential location is indicated nor is there a broad description of the purpose and scope of such a new facility. Importantly, NJ TRANSIT will also require additional rail yard space to permit it to increase trans-Hudson rail services. We believe a new rail yard is a critical piece of infrastructure and it requires a large piece of well-located property. Defining the purpose and need for a new rail yard in New Jersey for Amtrak, along with NJ TRANSIT's own rail yard requirements, should be listed as needed analysis in any proposed next steps.

NJ TRANSIT also believes that more analysis must be done concerning future station impacts, access, parking and train service stopping patterns before we can be comfortable with some of the implications found in this analysis. This particularly applies to Trenton, Metropark and Newark Penn Station. Changing where trains stop and how

other NEC stations function might offset the suggested need to dramatically physically impact these facilities.

There is also a need to take further steps in future analyses to lessen the need to construct additional parallel track in those areas where the existing physical envelope of the current NEC right-of-way is constrained. For instance, an examination should be undertaken to determine whether more advanced signal system technology could permit more trains to operate on the existing NEC tracks; thus, reducing the need for adding additional parallel tracks.

This further analysis will help ensure that NJ TRANSIT is able to operate its train services to meet the needs of its customers, the New Jersey travelers; whether residents, workers or visitors -- who rely on our rail services and support the economy of our state and the region.

Going beyond the purpose of the DEIS to determine potential future impacts from proposed improvements and their mitigation, we must acknowledge that sufficiently investing in the NEC to achieve positive future outcomes is only possible with a substantial increase in Federal investment to make up for the long history of disinvestment in this vital transportation corridor. Also, a full partnership must be forged with Amtrak and the Federal government around investments to improve the NEC, under which NJ TRANSIT is able to effectively meet the travel needs of New Jersey residents, visitors and workers -- our customers.

We thank you for this opportunity to comment on this significant piece of work. It was a long time in coming and is critical to advancing our understanding of future needs and potential actions. We look forward to continuing to work with you to complete this effort, through the issuance of a Final Environmental Impact Statement and a Record of Decision.

Sincerely,



Dennis J. Martin
Interim Executive Director

c: Robert Lavell
Steven Santoro
Paul Wyckoff

Technical Comments on NEC Future Tier I DEIS

Opening

Peering into the future, even with the best of intentions and using the best available information and techniques is an exploration full of unknowns, and for as much as we may learn, more questions arise for which we must seek answers. The FRA Tier I DEIS is meant to fulfill requirements of the National Environmental Policy Act (NEPA) by defining future physical and operational alternatives such that a future potential physical envelope can be defined and examined as to its environmental consequences.

This environmental planning process for the Northeast Corridor spans across eight states and the District of Columbia and involves cities and communities which are especially important to the nation's current economic well-being and its future growth. This is not an exercise to define a specific capital investment program or an operating plan every operator must subscribe to. The resulting document is not prescriptive in determining what will be funded, nor where the funding will come from. It also does not present in the DEIS a defined specific rail operating plan which can be implemented.

The goal of the Tier I DEIS is to state what future physical envelope will be used to contain the proposed future physical improvements to the NEC, to delineate and mitigate general environmental impacts associated with the alternatives presented, and establish a foundation for future project level NEPA determinations as project elements are advanced.

The DEIS is presented to us at a time when there are substantial unmet funding needs for the NEC just to insure it continues to reliably provide its current capacity and functionality. The burden of looking forward and imagining spending much larger amounts of money is tempered by a firm knowledge about what funding is presently available matched against an set of base line needs totaling more than \$20 billion, which list already includes unfunded projects. And after spending more than \$20 billion the NEC will not have fully achieved a state of good repair.

Nonetheless, this is a useful exercise to stimulate discussion among stakeholders concerning what future we wish to pursue and how we might do that. In this vein, the exercise has served a useful purpose as the first of its type stretching the length of the NEC.

General Comments:

- **The future outlined is only possible if the Federal government plays a robust funding role both to achieve a state of good repair and address other needs, including increased reliability, capacity and train speed.**
- The investments should be scaled and timed to address defined market needs using the best available information and forecasting methods to determine such future needs. Foremost in our minds must be the attractiveness of the proposed new and improved rail services and their use by people who wish to travel, the customers. Can we afford to invest the capital and support the ongoing operating costs? These are also questions to be more intensely examined.
- The “No Action” alternative is required within the framework of any NEPA analysis to define the base line. This is not by itself a bona fide investment agenda. It should not be considered as anything more than this base line for purposes of analysis and comparisons among the alternatives. It fails to achieve even the most obvious goal of preserving the existing rail system capacity and functionality.
- There are three immediate challenges faced on the NEC which face us: achieving a state of good repair with associated improvements to reliability of train services (this also includes investments for improved safety, security and resiliency); providing additional core system/service capacity to address the projected increase in market demand at key chokepoints; and, where prudent, investing in capacity for future growth in services beyond those presently provided.
- NJT is a successor the Pennsylvania Railroad and Penn Central Railroad previous owners and operators of the NEC, including especially the commuter passenger services. We own 14 of the 15 stations along the NEC and invest in them to both achieve a state of good repair and improve them. We operate the commuter rail service we inherited as those private railroads disappeared. We invest otherwise in rail improvements to allow us to continue to provide the commuter services we now operate and to increase them as market demand warrants. We have worked with Amtrak over the year to reach agreements on how we can co-exist together including seeking a common understanding about future needs. This DEIS reflects in various locations most of these planned and underway improvements to the railroad. In the next few months we will wish to refine those listings to correct a couple of inconsistencies.

- It is important to include recognition that NJT owns 14 of the 15 NEC stations and that NJT will not be encumbered in any manner from maintaining and improving these stations, many of which are not used by Amtrak, just because a plan emerges from this NEPA process.

NJT is now progressing important plans to rebuild the Elizabeth Station, add an eastbound platform to the Jersey Ave. (New Brunswick) Station, rebuild the westbound platform at this station, add a new North Brunswick Station, rebuild and lengthen other station platforms plus undertake maintenance of these facilities. NJT has Federal funding to pursue projects to respond to the impacts of Superstorm Sandy and address current train operations issues. NJT is pursuing plans with other funding to anticipate how NJT and Amtrak services can co-exist more efficiently and reliably, e.g. proposed improvements at County Yard, Delco Lead, Mid-Line Loop and Hunter Flyover. These projects and other are included in this document both in the main body of the DEIS and in its appendices.

- Railroads and their services operate best when treated as systems becoming overly focused on segregating all needed improvements into those for intercity and those for local/regional rail services defeats our ability to optimize the future investments we face. This systems view applies whether from the perspective of efficient investing of capital or minimizing the impact on existing rail services when making improvements to existing infrastructure. From a public policy perspective, and within the context of managing and investing in a multimodal transportation system, our railroads are especially important given the scale and intensity of development along the Northeast Corridor. The ability of our highways and airports to sustain the projected growth in travel is much more limited than in the past and our railroad system offers us an ability to unnecessarily impede growth in travel because of growing vehicular congestion and lack of airport capacity.
- Projecting outward 25 years is always a challenge given the changing world we exist in. For now, the focus should be on preserving the necessary envelope for those immediate term projects, from 2016 out through 2030, which mostly rely on using the current NEC right of way and assets. The Universal First Phase projects listing in Section 10, Table 10-1, is a useful place to begin a further conversation on a project listing that we can agree to advance but assuming a fuller funding role for the Federal government.

- Although the idea of having greater capacity on the NEC at major choke points, such as at the Hudson and East Rivers, as set forth in Alternative 3 opens the door for a discussion about a potentially needed longer range future capacity, much more information is necessary to confirm the dimensions, rationale and timing of this capacity need. There is insufficient market, operating and physical evidence presented in this DEIS justifying embracing these proposals at this time.
- Those proposed improvements which require expanding the property limits of the existing NEC right-of-way causing a taking of property not now part of the NEC are instructive but need further intense analysis to determine their real need, specific impacts and benefits. Generally, great caution should be shown to any proposal which suggests intruding on the existing built-up cities and communities in NJ along the NEC. Indeed, because we cannot have a perfectly knowable view of the future twenty-five years hence since future needs that far into the future seldom follow a fully knowable fixed trajectory, more analysis is needed to affirm such needs before going in a major way outside the limits of the NEC is accepted.
- There is a practical lens through which States and agencies having responsibilities for operating current NEC train services must employ in viewing the longer term future. This lens challenges what we can do given the information provided and our current empowerment and funding levels. Practical pragmatic concerns must be brought to bear on this exercise of future planning.
- There is a continuing interest in how the FTA will regard the selection of an alternative from this DEIS and the Record of Decision. This is especially since it is likely that some of the improvements identified will require funding from the FTA. The central issue is having the FTA accept this Tier I process and the ROD, support and accept the subsequent project level NEPA work in the future.

Specific Comments:

Trans-Hudson: Future Capacity Needs

The most critical finding in this DEIS from NJT's viewpoint results from the analysis of the future need for added trans-Hudson rail capacity into Midtown Manhattan. This analysis makes clear that to achieve a future capacity limit of 42 trains per hour for NJT trains in 2040, it is necessary for the proposed new Midtown Station facilities to accommodate a run-through set of tracks and train services that extend across the island of Manhattan and connect with the rail network in Queens, NY.

NJT is comfortable, based on its own analysis that providing about 42 trains per hour for NJT's existing trans-Hudson rail services into Midtown Manhattan should be adequate. It should be noted that at this capacity limit, room to accommodate added peak hour trains related to any planned extensions of service off the existing system would not exist. A caution from a trans-Hudson transportation system perspective is that the final decision on the future needed rail capacity into Midtown Manhattan needs to be considered in coordination with an examination of total trans-Hudson transit capacity and using an analytic approach which is sensitive to current and future customers' needs.

The Market Assessment

The work done as part of this DEIS to further document the potential future ridership markets for intercity and high speed rail within the NEC does a great deal to shed light on the where there is more opportunity and less in attracting new ridership to the trains using the NEC's intercity rail services. Especially useful was linking the future of highway travel on the I-95 and parallel interstate highways with the use of intercity rail in the examined future corridors.

The ingoing concern for greatly reducing trip times and elevating train speeds gave way to a greater focus on frequency of service, availability and cost to the prospective future customer. The idea that the business travel market was so pre-eminent that it should totally dominate decisions about capital investment and operations, gives way to more attention being paid to discretionary and other trips where travelers want to get there sooner but balanced with concerns about convenience and fares.

While this work does a lot to enlighten the discussions about future market potential, more work should be done as part of an ongoing effort and involving the other rail operators along the NEC other than Amtrak. Additionally, FHWA and FTA should be involved to encourage other forms of data collection on inter-regional travel between metropolitan areas which today is mostly dominated by auto trips.

Service Coordination

This document contains a number of proposals for service coordination which questions what is possible but leaves unanswered as many or more questions as are answered. There have and will continue to be discussions among various rail operators along the NEC about other ways to coordinate their services. The new technologies for communication and transfer of information have made possible more information being made available to customers about connecting transit services. Use of smart phones and like technology for collecting fares, informing travelers on a real time basis and helping them plan trips is also gaining momentum. NJT uses smart phones and apps to accomplish all these things.

There are doors which can be opened but there is much more to be known about how these ideas can be practically applied beyond what is presented in this document.

Seamless Transfers

This is an idea that has been around for decades and the fact that we still have seams in the transferring actions of customers speaks to the complexity of making this all work. NJT operates a multimodal system at a number of its major terminals and stations where we bring together geographically dispersed services and different modes. Deciding what modes and services need to be more coordinated is not simple and often involves trade-offs. Should there be an ongoing effort to make transfers more seamless, yes. That should continue to be a concern at the planning, design and implementation levels.

Train Consists

NJT has determined that in the peak morning and evening time periods on weekdays when ridership demand is at its highest, every effort should be made to increase the passenger capacity of every train so the use of train slots on the railroad and platform slots for trains to load and unload can be maximized. NJT has made investments in new passenger rail equipment to advance in this direction. It is believed the other rail operators and Amtrak should be encouraged to do the same, especially with regard to the NEC centered on train services to, from and through Manhattan in the peak morning and evening travel hours on weekdays. There may also be other peak time periods when such a focus is also needed.

By moving more people on a given train maximizes the passenger capacity of that train and respects the capacity of how many trains can be operated on a section of railroad or serviced at a particular platform. It will be necessary to invest in station platform improvements also to complement this strategy so platforms widths and access to and from them is sufficient to permit a smoother flow of passengers. This DEIS did not get

into those issues but it is assumed they will be considered at the Tier II level of NEPA analysis.

Signaling and Train Control Technology

This DEIS did not assume further improvements to railroad signaling systems beyond what is available and being implemented today. However, other improvements seem likely to be available in the future similar to what is occurring with other modes where being able to precisely locate a moving object is possible as well as preserving a safe distance between those moving objects. The current railroad signaling technology will someday need to embrace this ability and allow trains to follow on another based on some form of GPS or similar locating system tied to their braking and motive power controls.

Train Service Stopping Patterns

In this analysis, many new train stops were added to existing train stops to create localized congestion as a much greater number of trains worked to access platforms, stop, handle passengers, accelerate and clear the station's track network. This has the effect of causing a need in some places for yet more new parallel track as well as adding more platforms. The future stopping patterns of trains needs to be examined to see if the market needs can be addressed differently by stopping some new or existing trains at other nearby stations. There are some complex trade-offs which should be examined in greater detail.

In NJ along the NEC, the DEIS indicates a need to make potential major changes to Trenton, Metropark and Newark Penn Station to accommodate greater numbers of trains. There is a need to undertake further analysis of the congestion on the railroad system related to these stopping patterns; local concerns related to expanding stations to handle much larger volumes of passengers in already built-up neighborhoods; and, the traffic consequences of attracting greater numbers of intercity and other rail riders to these locations. Consideration should be given to having these proposed added new rail services stop at other NJ stations on the NEC to address the same market access needs but potentially causing less impact on the built-up environment. The overall intent would be to maximize the use of the existing rail system, existing and proposed stations, avoid undue impacts to stations which will spill out into the neighborhoods in which they are located, and open up access for other important markets to the intercity and regional rail services that can be accommodated on the NEC.

Adding Parallel Track and Curve Straightening

There are locations along the NEC in NJ where it is possible to add new parallel track. There are also in some locations with sufficient right-of-way to allow existing railroad

track curvature to be reduced. But there are other locations where the existing built-up neighborhoods come in tight on the current property boundaries of the NEC. At this high level of review, there is not a comfort level with the proposals to add parallel track where the potential to require displacement of businesses, homes and other developments could result.

Also, if additional property is required outside the limits of the NEC today, how does anyone protect or preserve that property from being developed if it were vacant or underutilized and we are many years away from a real project being initiated?

It is suggested that new tunnel sections might be built in New Brunswick, Metuchen/Colonia, Elizabeth and Newark in these alternatives with few details on how these might look and how they will impact the developments surrounding them. We have major concerns with these proposals. It is recommended that more attention be focused on what can be done within the limits of the NEC right-of-way with some exceptions where requiring added right-of-way can be accomplished in a community sensitive manner and with minimal taking of existing development.

Increased Train Speeds

While showing that reductions in train trip times generates some added attractiveness for potential new future riders, the analysis in this DEIS shows that for substantial volumes of potential new riders, they value other train service attributes, such a frequency and affordable fares. NJT is not supportive of efforts to increase train speeds above 160 mph given this analysis. Among our concerns is the relationship between yet higher train speeds that increase the need for expending more capital funds on additional parallel track. These higher train speeds will consume more existing track capacity to permit clear signals ahead of the faster moving trains. This added track, more high speed switches, and faster speeds translate into higher maintenance costs. Regional rail operators such as NJT will be placed in a position of being asked to share in these added costs in order to maintain existing services and grow them to accommodate growing ridership.

Also, as can be discerned from the description of Alternative 3 raising the train speeds a lot higher will require substantial rebuilding the 14 NEC stations owned by NJT along the NEC. These comments along with others regarding expanding the NEC right-of-way in NJ reinforce our stated perspective.

Operating Efficiencies

Operating a more efficient rail system is important but the analysis contained in the DEIS does not do justice to the complexities of operating the existing rail system. The perspective taken is mostly focused on what needs to happen as trains enter, leave and

use the NEC and does not reflect requirements and conditions on the lines feeding into the NEC nor the basic need to operate trains on a schedule that meets the needs of the customers. There are several theories of rail operations discussed but there is no direct interface with the customers on whether they would agree with the resultant service schedules.

There are two areas where we suggest more attention should be spent examining how operations can be improved. One such area is the use of platform space in terms of the time a train occupies the platform to unload or load passengers. Platform space is a premium resource in the peak travel time periods. The ability to improve access to and from platforms should be examined to maximize the ability to load and unload trains in shorter time periods. Various operating practices, some required and some a function of custom, such as baggage handling, food handling, steps to turn trains in a station, should be examined to determine if changes to the practices or use of new technology can reduce the time needed to complete these tasks. Platform capacity, as will be discussed later, is an expensive limited resource and should be used accordingly. This DEIS speaks of spending large amounts of capital to save a couple of minutes by straightening track curvature but does not make reference to these other issues which impact the customers' total travel times.

There are instances, some of which are acknowledged in the DEIS where trains should operate more as run through services at certain times of the day to sustain a smoother flow of trains and minimize conflicting train movements which negatively impact on train handling capacity of that segment of the railroad. NJT is interested in these proposals and would hope more analysis of these ideas would continue. Instituting these run through services is not simple and the ridership market for these services is still largely unproven.

Regional Connectivity

Pivoting off the prior comment on run through train services, there is an argument to be made for more research into these concepts to seek a feasible approach to them where there is sufficient evidence of a travel market for them and adding such service makes other sense, as for example, how these services impact fleet size and composition, providing required train maintenance, labor issues, and the cost of operating the train versus the revenue gained or cost savings achieved. NJT has willingly participated in prior exploratory planning for such services and has been a partner with Metro North Railroad and Amtrak in operating the Sunday football special trains from Connecticut to New Jersey for Giants and Jets NFL games.

Conflicting Train Movements

There are comments made in the DEIS which allude to chokepoints. Many times these choke points are where today trains making conflicting at-grade movements. NJT and Amtrak some time ago when the Amtrak 2030 Master Plan was being developed, outlined a series of locations where at-grade conflicting train movements occurred and needed to be eliminated over a period of years to both allow an increase in capacity and train speeds. Such locations include at Morrisville Yard, Trenton Station, County Yard, NK where the Raritan Valley Line eastbound trains cross westbound tracks south of Newark, and by NJT's Meadowlands Maintenance Facility. The remedies to these at-grade conflicting moves are listed in different locations within the DEIS but they are not all listed consistently. So for example, the Westbound Waterfront Connection which is the remedy to the at-grade train moves into and out of the Meadowlands Maintenance Facility is missing in Table 10-1 but the remedies at the other locations are listed. It is recommended a consistent approach be adopted in speaking of and addressing these situations.

Resiliency

NJ learned the harsh lessons that Mother Nature can teach us by hitting us with Hurricane Irene and Superstorm Sandy to highlight two of the more recent weather events. NJT is working hard to address the lessons learned especially after Sandy using Federal funding to harden assets and make our system more resilient. Our actions are noted in the DEIS but not with the importance they deserve. These are funded priority projects from our perspective.

Missing in this report is a discussion of the flooding of Trenton Station following Hurricane Irene which was caused by the Assumpink Creek overflowing onto the adjacent NEC tracks at the Station. This creek flows into the Delaware River. The water level immediately following Irene at one point was over the existing train platforms. It took a week to allow the flood waters to recede and work done to the waterlogged track and switches before service on the NEC was restored.

Hudson Tunnel Project NEPA Work

The FEIS should make reference to the work underway to satisfy NEPA requirements for the Hudson Tunnel Project which has a focus on building two new rail tunnels under the Hudson River to preserve existing NEC capacity and functionality plus allow the rebuilding of the current very old existing Hudson River rail tunnels that were damaged by Superstorm Sandy. This work will be underway this spring of 2016.

Stations

Access Concerns

This DEIS indicates that at the Tier II level, more detailed traffic, parking and other analysis of access to rail stations will be undertaken. This is a source of concern, as previously noted, since the major rail stations in NJ used by Amtrak and NJT trains, such as Trenton, Metropark and Newark Penn Station, each have many issues with local area traffic congestion, ability to expand parking and ability to redesign and expand these stations. We have communicated these issues during the conduct of this work and will be redundant in raising them more than once in these comments. The idea that these challenges can be resolved later on a case by case basis is not a satisfactory response. The solution resides in examining the future use of the NEC stations in NJ as they relate to the projected future ridership markets, current traffic conditions, future traffic conditions, ability to resolve the shortfalls in capacity that are found, consider use of other nearby or new stations to handle portions of the projected ridership growth so the projected future demand is manageable and the need to spend additional capital is contained.

To a limited extent, the DEIS does allow for such possibilities where it proposes intercity trains stop at Secaucus Junction. Consideration of how other stations along the NEC, such as the Newark Liberty International Airport Station, should be folded into this future analysis.

An important added benefit of stopping more of the proposed new intercity trains and regional trains at other stations is to expand the rail service access benefits supporting new development at more locations in NJ. An intelligent approach will surround the rail needs, local needs and expand benefits for all.

Station Improvements

There are two situations which received less recognition than NJT thinks is useful:

- The improvements at Newark Penn Station to both achieve SOGR and accommodate near term increased demand; and,
- Improvements in the New Brunswick-North Brunswick series of NEC stations.

Newark Penn Station was opened in 1937 to handle a different mix and volume of passengers than it presently handles. For reasons to do with Amtrak's planning, this NEC Future plan, plans of NJT and the Port Authority Trans-Hudson Rail Rapid Transit System (PA of NY & NJ), Newark Penn Station may have to undergo significant investment in the immediate future. NJT has just concluded rebuilding the existing platform serving Track 5 to make it a smooth level well-lit and safe place to load and

unload trains. The other platforms serving NJT and Amtrak require the same rebuilding. There are also issues with the accommodating more passengers vertically given the existing narrow escalators, limited stairways and elevators. Amtrak and NJT have initiated planning work to define further the needed future improvements.

NJT is working to improve ADA access at New Brunswick Station and better connect it with the surrounding medical complex, Robert Wood Johnson Medical Center. Further south of this station is Jersey Ave, where there is a large existing park and ride facility. Built originally next to County Yard, the existing station has proven to be a success but depends on trains coming from County Yard and then using an at-grade conflicting move to travel eastbound. Increasingly this eastbound move has become a challenge to operate trains on reliability because of the increase otherwise in NEC trains. NJT is pursuing a series of independently useful projects which collectively will enhance the NJT services and serve growing ridership but also avoid the at-grade train movements and allow for a smoother operation on the NEC in this portion of the Corridor. The Mid-Line Loop and proposed North Brunswick Station are among these projects. With some forethought about future NEC needs, NJT and Amtrak worked to provide space for additional parallel track so train capacity will not be an issue in this portion of the NEC approaching New Brunswick. However, under the NEC Future Alternative 2, there is a proposal to construct a tunnel under New Brunswick and the Raritan River which has been commented upon previously. This is another example of where and why more homework is needed.

Multimodal Facility Perspective

The major NEC stations in NJ are points of convergence for various modes of public transit and intercity rail services. At Newark Penn Station for example, there are intercity rail, intercity bus, taxi, local and interstate bus, light rail, rail rapid transit and auto modes all compressed into one compact complex. The DEIS acknowledges this multimodal opportunity but does not sufficiently reflect on the need for more planning to determine not just the future NEC needs but the future needs of these other modes at these locations where everything comes together. History and experience have demonstrated that these multimodal needs often do not get the level of consideration and investment they require. This is complicated because at a station like Newark Penn Station which is a historic landmark, the ability to change it physically is limited. But as noted previously, the planning for facilities to continue to function adequately in the future needs to be part of a multi-station/rail service planning effort. Doing each station independently will prove to be a mistake.

Economic Opportunities

As noted in the DEIS, among the economic benefits that cities and communities with stations on the NEC or its feeder lines can enjoy is greater rail access because of a boost in rail services and connectivity between rail and other transportation modes. The high level information set forth in the DEIS needs to be brought down to a meaningful local level for many cities and communities for whom the benefits are not as evident nor are they as aware of what they must do to take advantage of the improved access.

NJT has almost two decades of experience being pro-active working with cities and communities in NJ through our Transit Friendly Development program which links with a program managed by NJ Department of Transportation to designate Transit Villages. These planning efforts plus other actions by the State of NJ under Governor Christie has caused economic development decisions to be made which do take advantage of the available public transit, including especially rail. Following along the path of prior comments, looking more thoroughly at a local level at these opportunities could be another aspect of a comprehensive examination of the future market needs, station capacities and future capabilities along with NEC rail infrastructure and service improvements.

Concluding Comment

Important is that this DEIS provides us with a basis for dialogue and decisions about further work which needs to be done. Without this documentation, the discussions would have nothing to stimulate them or help focus everyone's attention on a set of proposed outcomes and possible consequences. The question is not a simple as whether we want to embrace a long term vision or not. The question before us now is what steps can we take while we continue a dialogue about the vision, its benefits and the pathway forward.

Immediate Next Steps

As this work was undertaken to comply with the National Environmental Policy Act and not to develop a detailed capital investment and operating cost versus revenue plan, it always important to make the point that more work is needed to respond to these concerns. There should be more certain answers on where the funding can realistically come from. What are the real benefits from investing? Does the value of these investments return enough benefits to make them worthwhile? This question needs more intense scrutiny at a finer grain level. More must be known about the role of the

Federal government in meeting the capital investment agenda potentially resulting from this and other work. This investigation of funding needs to also document how the operating costs will be covered too.

Having outlined the need to know more about what funding is needed and where it will come from, here are some other comments on next steps:

- It is evident based on a close reading of this DEIS that a great deal more work is needed to outline the real impacts of specific physical and operating improvements that are stated in this document. But before initiating the preparation of a Service Development Plan and starting Tier II environmental reviews, it is evident that some high level analysis is needed to respond to several of the comments contained herein regarding how the NEC functions within a broader transportation system. For example, it is not appropriate to start advancing plans for rebuilding Metropark in NJ into a larger rail station until you examine how this and other stations serve the market and how a more reasoned plan can be developed across a longer portion of the NEC.
- It is stated that one of the next steps following the issuance of a Record of Decision based on some further indication of which NEC improvement projects should be advanced next, is completion of a Service Development Plan. NJT is concerned that this work will be driven more by how those operating the railroad think things should be and not adequately take into full consideration the current and future needs of those using the NEC rail services, the customers. This concern is voiced based on reading through some of the portions of the DEIS.
- Those not familiar with railroads and planning for a multimodal transportation system are seeking quick complete but simplistic answers. Working too quickly and oversimplifying the work which is needed, will result in poor future implementation and rail services. Time, staff resources and funding must be provided adequate to undertake the proper level of work. This does not mean taking an unnecessarily long time period to do the analysis and make decisions. It does mean establishing, staffing and funding an ongoing planning effort which is inclusive (including Amtrak and all the NEC rail passenger and freight operators along with the States), disciplined and managed to target solutions and decisions so we can advance forward and make improvements.
- A few things should come out of this effort:
 - A more defined set of physical limits/boundaries within which future specific NEC improvements can be advanced. The ROD should be prescriptive of

those limits where there is evidence a comfort level exists around them and allow for added future work where issues and future unknowns require more exploration.

- A sense of the magnitude in terms of physical and operating needs and how they interact allowing a more complete dialogue around funding needs and sources. This includes timing of project implementation, project sequencing, benefits, outages on existing infrastructure, existing service impacts, etc.
- An immediate timeframe, maybe covering 15-20 years, with a list of capital improvements around which a working consensus can form, such as proposed in Table 10-1, titled: Universal First Phase Projects - Aging Infrastructure and Chokepoints. The current listing in Table 10-1 can form a beginning point for further discussion. This listing can perhaps be further prioritized into a couple or a few categories based on some agreed to criteria and work can be initiated on the project level Tier II NEPA work for the listed projects and funding to do this work can be found.

Ancillary Comments on the DEIS Organization

Reviewing this DEIS has proven challenging. It is suggested that information be presented in the FEIS which speaks to the resulting capacity of the NEC as a system. The various discussions of discrete portions of the system produced confusion for some readers about what capacity would be provided by an alternative versus how it might be used from a systems perspective. This applies especially to the portion of the NEC from about Elizabeth, NJ into the Bronx.

Another suggestion on organization is that rather than having so many appendices which in turn have their own appendices; consideration might be given to simply providing everything as supplementary reports. Depending on the knowledge and experience of the reviewer, the desire to see how the detailed analysis was structured in terms of input data and assumptions, methods, outputs and conclusions required going below the first set of appendices.

NEC DEIS Comments - RECORD #3000 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Cyndi
Last Name : Steiner
Stakeholder Comments/Issues :

Please see attached comments from us.

Thank you,
Cyndi

Cyndi Steiner

Executive Director

New Jersey Bike & Walk Coalition

www.njbwc.org

973-886-4142

*Register for the 2016 NJ Bike & Walk Summit here

<<https://www.eventbrite.com/e/2016-new-jersey-bike-walk-summit-registration-16760289477>>!*

Attachments : FRA NEC letter Feb 16 2016 NJBWC.pdf (289 kb)



New Jersey Bike & Walk Coalition

February 16, 2016

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

Via email: comment@necfuture.com

To whom it may concern:

The New Jersey Bike & Walk Coalition is New Jersey's only statewide advocacy organization representing the interests of individuals throughout New Jersey who bike or walk. Our mission is to work for better infrastructure for bicyclists and pedestrians in order to improve the safety, economy, health, environment, and general livability of our communities. Thank you for the opportunity to submit our input regarding planned improvements to the Northeast Corridor.

When considering the environmental impact of future Northeast Corridor improvements, it is absolutely essential that bicycling and walking be included as a key component of any development plan. Unfortunately, such an approach is somewhat lacking from the initial plan that has been outlined. We urge the Federal Railroad Administration to consider the benefits of a bike-inclusive approach to NEC planning that would allow for both increased connectivity and higher use with lower demand for parking. Even within the framework of the "No Action" alternative, these should be considered necessary improvements that would allow the network to maintain its existing service levels.

Bicycle service on NEC passenger rail lines has a positive impact on the overall transportation network. "Last mile" connectivity on both ends of commuting trips allows bicyclists to reach a passenger rail station from home or work, eliminating use of other modes (typically automobiles). This reduces automobile traffic and parking requirements. Bicycles can also be used from home or work to reach carpool lots, subway, light rail, and bus services which then connect to passenger rail stations with concomitant reductions in traffic and parking.

In addition to daily commuters, day-long and multi-day bicycle travelers arriving from other regions by any travel mode could use passenger rail with bicycle accommodations to reach destinations within the NEC. Bicycle travelers who start their trip by any travel mode within the NEC could use passenger rail with bicycle accommodation to reach destinations outside the

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New Jersey Bike & Walk Coalition

NEC. These tourism activities reduce environmental impact both within and outside the NEC by shifting to lower pollution and energy-intense transportation modes.

It is also important to consider that accommodation at stations will not be sufficient if there is poor access for bicycles. Bike paths, bike lanes, or other facilities are needed to insure that cyclists can reach stations for "last mile" and "first mile" use. For that reason, it is essential to develop citywide and regional plans for bike infrastructure and facilities that will improve accessibility for bike riders seeking to utilize the NEC for long-distance travel. Many cities and towns with transit access in New Jersey are already developing these plans. Collaboration would work very well in these situations.

With those principles in mind we would like to request that both roll-on/roll-off bike access and secure bike parking at Amtrak stations be provided to NEC customers. In addition, the FRA should take advantage of opportunities for NEC expansion to provide a true multi-use corridor allowing for many modes of travel along the NEC right-of-way. Using a rail-with-trail approach, right-of-way development should incorporate multimodal opportunities such as bicycling and walking. Trails, protected by walls or fencing and built according to current guidelines, should be constructed in vicinity of the railways along a shared right-of-way, thus enhancing opportunities for multimodal use.

In particular, we ask that specific attention be given to the inclusion of multi-use trails on rail bridges. Bridges are often barriers to full development of bicycle route networks when the bridges do not accommodate bicycles. When rail bridges in the NEC require replacement or refurbishment they should accommodate bicycle and pedestrian access. In New Jersey, the soon-to-be-replaced Portal Bridge comes to mind as an excellent opportunity to provide access to bike riders and pedestrians on what would be the only available facility allowing for the crossing of the Hackensack River.

By incorporating active transportation options into planned NEC infrastructure projects, the overall environmental impact of the project can be further mitigated in a manner that increases access with no subsequent environmental burden as it relates to energy use or pollution. A multimodal approach to NEC planning will not only improve access and connectivity across the network and throughout the cities and regions served, it will accomplish these goals with minimal need for additional capital investment by maximizing the effectiveness of already-planned infrastructure and already-acquired rights-of-way.

Sincerely,

Cyndi Steiner
Executive Director

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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



HPO Project #16-0581-3
HPO-B2016-087

State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

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Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

BOB MARTIN
Commissioner

KIM GUADAGNO
Lt. Governor

February 23, 2016

Amishi Castelli, Ph.D.
U.S. Department of Transportation
Volpe National Transportation Systems Center
Environmental Science and Engineering Division
Volpe Center, RVT-34
55 Broadway
Cambridge, MA 02142-1093

RE: NEC Future Draft Programmatic Agreement

Dear Dr. Castelli:

Thank you for the opportunity to provide comments on the draft Programmatic Agreement (PA) for the NEC Future Project. The New Jersey Historic Preservation Office (NJHPO) is pleased to offer the following comments and suggestions on the submitted materials:

- Line 119; please add Newark Landmarks & Historic Preservation Commission, and historic preservation commissions for New Brunswick, Princeton, Elizabeth (there may be more).
- Lines 183, 189, 192 & 230; Inconsistent use of the term "other federal agency."
- Line 199; "this paragraph"; should this phrase be replaced with "IB.1, 2., and 3."?
- Line 210; "Federal" should be "federal" (or change throughout the rest of the PA for consistency).
- Line 215; "Responsible," would "lead" be a better word?
- Lines 217 – 219; do we need to address cooperating agencies?
- Line 249; add "("" after "receipt."
- Lines 257-263; Add full title for qualifications standards. e.g., archaeologist for archaeological survey, architectural historian for historic architectural survey, etc.

- Line 288; Definitions for PA are in Appendix A, not E.
- Line 341; Recommend using this area to lay out the survey methodology used by the federal agency to identify historic properties (phased archaeological survey, architectural survey, etc.) and reporting to inform Line 342.
- Lines 342-346; spell out what constitutes an historic property (eligible and listed etc.). For consistency use 106 language throughout.
- Line 448; “XIV” appears to be incorrectly cited, should be “XVI”; also mis-referenced in lines 567, 631 and 679.
- Lines 586-589; while this paragraph mentions historic buildings, it is unclear if archaeological concerns are also addressed (“the term monitoring” in Line 588). If not, we recommend expanding the paragraph referencing Secretary of the Interior’s *Standards and Guidelines for Archaeology and Historic Preservation* to address affects to archaeological resources.

Please find below our editorial comments for the Appendices:

Appendix C: Standard Treatment Measures

- Line 43; add “the applicable” after “shall consult with.”
- Line 87; There needs to be language on reporting the results of these surveys/actions to the signatories for comments, as well as, language that the federal agency shall prepare an archaeological data recovery plan and submit that plan to consulting parties for their review and comment prior to work.

Appendix E: Tier 1 Consulting Parties List

- For list of SHPOs, NJ should be listed as signatory to the PA.

Appendix K: Section 106 Consultation for Tier 2 Undertakings in New Jersey

- Line 10; delete repeated “by submitting.”
- Add as data source, NJDEP’s GeoWeb public GIS viewer program containing all known above-ground historic properties (archaeological properties are restricted):
<http://www.nj.gov/dep/gis/geoweb splash.htm>
- Line 22; after “Commissions” recommend adding “Historic Preservation Commissions, Certified Local Governments.”
- Lines 40-68; add parties from New Brunswick, Princeton Historic Preservation Commission, South Brunswick Historic Preservation Commission, Newark Landmarks &

Historic Preservation Commission, Pennsylvania Railroad Technical & Historical Society.

- Line 72; while New Jersey has no federally-recognized tribes in the State, there are federally recognized tribes with an interest in New Jersey. The NJHPO can provide you with a list.
- Line 84; Section IV—it is unclear if phased archaeological survey and architectural survey is planned as part of the identification process. Please clarify.
- Line 107; NJSHPO also requires one (1) digital copy (PDF) of all submission as part of our review.
- Line 127; Curation: State Register/National Register eligible and listed collections will need to meet 36 C.F.R. Part 79.

Finally, the Historic Preservation Office recommends to FRA that the PA shall make clear that the Tier 2 definition of “historic property” is the same as 36 C.F.R. Part 800.16(l). In addition, the PA shall make explicitly clear that phased identification and/or evaluation level surveys shall be conducted to identify and evaluate effects on all historic properties within the Tier 2 undertaking’s area of potential effects.

Additional Comments

Thank you again for the opportunity to review the submitted materials. The HPO looks forward to additional consultation with FRA and other consulting parties as part of the NEC Future undertaking. If you have questions regarding historic architecture in New Jersey, please contact Patty Chrisman of my staff at (609) 984-0850 or at Patty.Chrisman@dep.nj.gov. For questions regarding archaeology in New Jersey, please contact Vincent Maresca at (609) 633-2395 or at Vincent.Maresca@dep.nj.gov. The NJ HPO looks forward to continuing consultation on this project.

Sincerely,



Daniel D. Saunders
Deputy State Historic
Preservation Officer

c. Rebecca Reyes-Alicea, Federal Rail Administration

DDS/KJM/PC/VM

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Acting Commissioner
Dennis J. Martin, Interim Executive Director

NJ TRANSIT
One Penn Plaza East
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February 12, 2016

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

RE: Comments on NEC Future Tier 1

Dear Ms. Alicea-Reyes:

NJ TRANSIT is pleased to comment on the Tier I Draft Environmental Impact Statement (DEIS) for the NEC Future planning effort. The document, a result of efforts by NJ TRANSIT and other states beginning in 2010 to outline the application to the Federal Railroad Administration (FRA), highlights a range of future improvement alternatives with a concomitant range of outcomes, including ridership growth forecasts, the physical envelope needed to accommodate capital improvements, operational changes, capital and operating costs, and associated benefits.

This specific environmental process, conducted to address the requirements of the National Environmental Policy Act, is not the end of the planning and decision-making that will be needed. In many instances, the information presented generates additional important questions, so additional work will be needed before specific courses of action are taken.

Notably, the relative ridership increases accommodated under the DEIS' various comparative operating assumptions and capital improvements demonstrated that simply offering trains traveling at super high speeds would not attract most of the identified potential new ridership market. This result is consistent with the expectations outlined in our scoping letter to you dated, October 12, 2012. In fact, the issues and concerns we summarized in that letter remain central to our current perspective on this analysis and its results. We are focused on the needs of our customers as well as the need to carefully examine future market demand. The market analysis contained in the DEIS assists in responding to many of our concerns, but it does not answer all of them.

NJ TRANSIT considers the most critical finding among the alternatives examined to be the need for added trans-Hudson rail capacity into Midtown Manhattan. The analysis makes clear that to achieve a future capacity of 42 trains per hour; any proposed new Midtown Station facilities must accommodate a run-through set of tracks that extend

across Manhattan and connect with the rest of the rail system in Queens, either with the Long Island Rail Road or the Hellgate Line into the Bronx, or both. From the analysis completed to date by NJ TRANSIT, it appears 42 trains per hour is a valid target to meet NJ TRANSIT's customer demand in 2040, based on our current rail system.

However, there would not be room for additional rail service further into the future. Decisions on achieving the capacity to handle projected rail ridership must be considered in coordination with an examination of total trans-Hudson transit capacity, using an analytic approach which is sensitive to future customers' needs.

NJ TRANSIT is greatly concerned about many of the proposed improvements on the Northeast Corridor within New Jersey because they necessarily would involve both huge expense and serious impact on many built-up portions of New Jersey along the Corridor. For instance, some of the statements in the DEIS point toward widening the Northeast Corridor or creating extensive tunneling in areas that would require removing existing dense development. This raises important questions of community impact and environmental justice. There are also implied impacts on all the NEC stations, especially with Alternatives 2 and 3. Notably, NJ TRANSIT has over the last decade invested tens of millions of dollars to improve some of these stations, for example Trenton Station and Metropark. Thus, any proposed changes to these stations must be carefully scrutinized and fully understood before feasibility is assumed.

NJ TRANSIT must also have it understood and explicitly acknowledged that we will be able to continue to work to achieve and maintain a state of good repair on the 14 New Jersey NEC stations we own, as well as to continue to make necessary safety and ADA compliance improvements to these stations. Additionally, NJ TRANSIT must continue to make other necessary specific improvements along the NEC in order to maintain our ability to meet our future rail operating and customer needs. NJ TRANSIT is now pursuing some of those improvements to make our rail operation more resilient following the effects of Superstorm Sandy.

As a successor to prior passenger rail operators with the right to use the NEC, none of the proposals in this DEIS can be allowed to prevent us from doing what is necessary to best serve our customers. For example, NJ TRANSIT has demonstrated our willingness to work with Amtrak on mutually agreed to longer-term projects, such as the reconstruction of the Elizabeth Train Station and its platforms. NJ TRANSIT worked with Amtrak, and at our cost, offered to relocate the eastern platform of this station to meet Amtrak's request to allow a fifth track to be added in the area. NJ TRANSIT would not accept a situation in which follow-on actions to this DEIS inhibited our ability to provide the rail services required to meet future customer needs.

As we have discussed, much of the DEIS analysis was performed in order to permit a comparison between the alternatives presented. We also explicitly noted during these

discussions that some aspects of the assumptions, factors and operational analysis employed did not reflect the actual functioning of NJ TRANSIT's rail operations. We accept use of these techniques because of the scale of the overall DEIS effort and the need to define a scope of work that was achievable within a reasonable timeframe. However, our acceptance of analytical techniques for those purposes does not translate into our accepting them in the "real world" within which we must function to serve our customers.

The scoping letter that NJ TRANSIT sent as this effort was being initiated also indicated that we were very concerned even then about potential impacts on the existing physical surroundings along the NEC and various limitations that might be created, such as upon station access and parking, among other local impacts. We suggested then and we continued to suggest as work on the DEIS was progressing that it was crucial to think more carefully about how many and which trains stopped in particular locations, as well about the ramifications of seeking much higher train speeds.

Due to those and other factors, NJ TRANSIT cannot endorse Alternative 3 and its project elements. Alternative 3 would cause the greatest impacts along the NEC in New Jersey, while providing the least benefits to our state. Greatly expanding the width of the NEC across New Jersey, going from the 150 foot wide existing right-of-way to one that is 280 feet, and creating whole new rail lines on new rights-of-way within this densely developed state cannot be supported given that the other alternatives examined provided evidence of much greater benefits.

We are anxious to have further discussions about Alternatives 1 and 2 and those portions of the NEC where specific projects can be mostly accommodated within the existing NEC right-of-way. We also are interested in discussing projects which can progress by utilizing vacant or underutilized property next to the existing right-of-way.

Meanwhile, the DEIS draft mentions the potential need for a new Amtrak rail yard in New Jersey, (see page 4-32, Table 4-7) but no potential location is indicated nor is there a broad description of the purpose and scope of such a new facility. Importantly, NJ TRANSIT will also require additional rail yard space to permit it to increase trans-Hudson rail services. We believe a new rail yard is a critical piece of infrastructure and it requires a large piece of well-located property. Defining the purpose and need for a new rail yard in New Jersey for Amtrak, along with NJ TRANSIT's own rail yard requirements, should be listed as needed analysis in any proposed next steps.

NJ TRANSIT also believes that more analysis must be done concerning future station impacts, access, parking and train service stopping patterns before we can be comfortable with some of the implications found in this analysis. This particularly applies to Trenton, Metropark and Newark Penn Station. Changing where trains stop and how

other NEC stations function might offset the suggested need to dramatically physically impact these facilities.

There is also a need to take further steps in future analyses to lessen the need to construct additional parallel track in those areas where the existing physical envelope of the current NEC right-of-way is constrained. For instance, an examination should be undertaken to determine whether more advanced signal system technology could permit more trains to operate on the existing NEC tracks; thus, reducing the need for adding additional parallel tracks.

This further analysis will help ensure that NJ TRANSIT is able to operate its train services to meet the needs of its customers, the New Jersey travelers; whether residents, workers or visitors -- who rely on our rail services and support the economy of our state and the region.

Going beyond the purpose of the DEIS to determine potential future impacts from proposed improvements and their mitigation, we must acknowledge that sufficiently investing in the NEC to achieve positive future outcomes is only possible with a substantial increase in Federal investment to make up for the long history of disinvestment in this vital transportation corridor. Also, a full partnership must be forged with Amtrak and the Federal government around investments to improve the NEC, under which NJ TRANSIT is able to effectively meet the travel needs of New Jersey residents, visitors and workers -- our customers.

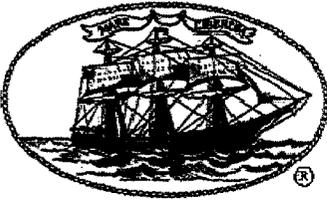
We thank you for this opportunity to comment on this significant piece of work. It was a long time in coming and is critical to advancing our understanding of future needs and potential actions. We look forward to continuing to work with you to complete this effort, through the issuance of a Final Environmental Impact Statement and a Record of Decision.

Sincerely,



Dennis J. Martin
Interim Executive Director

c: Robert Lavell
Steven Santoro
Paul Wyckoff



City of New London

Office of the Mayor

181 State Street • New London, CT 06320 • Phone (860) 447-5201 • Fax (860) 447-7971

February 12, 2016

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

SUBJECT: NEC Future Tier 1 Draft Environmental Impact Statement

On behalf of the City of New London I submit the following comments regarding the NEC Future Tier 1 Draft Environmental Impact Statement.

The City of New London clearly understands and appreciates the purpose and need of the NEC FUTURE program, and while the City fully supports improved rail service and performance throughout the Northeast Corridor, and affirm that the Northeast Corridor is critical to the future economic growth of this part of the country, we are concerned that the alternatives presented in the EIS may have greater adverse impacts upon the City of New London than the predicted economic growth impacts. We note that due to the general nature of a Tier 1 EIS, it is difficult to make specific comments about specific components of the project, and we do recognize that further analysis will be provided in the future pending the outcome of the alternative selected in the Record of Decision. However, we do have some concerns as to how the project might impact our municipality and the New London region as a whole which are expressed below.

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

The City of New London is approximately 5.67 square miles in land area and of this over 50% of the land area is non-taxable. New London's commercially developed land area comprises 270 acres (7.3%). The City is one of the most densely populated cities in the State of Connecticut and provides all the municipal services of much larger cities. As such, the City struggles to maintain a good level of municipal services while keeping the tax burden to its property owners from being corrosively high. Alternative 1 appears to create a new track ROW through the municipality that will likely impact significant tax generating property. New London simply cannot afford to lose any more taxable land without maximum annual compensation in lieu of taxes.

Additionally, the track location depicted in Alternative 1 appears to bypass the current Union Train Station in downtown New London. This train station stop is vital not only to our existing transportation needs, the needs of the region, and present and future Transit Oriented Development initiatives but is hugely important to the successful development and sustainability of the future \$100 million National Coast Guard Museum to be located directly adjacent to and connected to Union Station. Any significant reduction in the number of passengers and train stops at this station will assuredly impact the City's growth.

In Alternative 2, a new route is proposed that would run northerly from New Haven through Hartford to Providence with a potential stop at UCONN (Mansfield/Storrs). The Tier 1 EIS identifies this route being provided to serve Intercity-Express, but again we are concerned that if constructed, it could result in less regional trains running along the shoreline route having stops in New London. On the other hand, if there are concurrent efforts to add passenger service to the New England Central Railroad (NECR) line from New London to Brattleboro, Vermont, known as the Central Corridor Rail Line, with a stop at or near Mansfield/Storrs then it is possible that Alternative 2 may be an opportunity for future economic growth in New London and the region.

In Alternative 3, four new route options are being considered for north of New York City, all of which would travel through Hartford before continuing to Boston via either Providence or Worcester. As all of these options would create a new rail line north of the existing shoreline route, we are deeply concerned about the negative impacts it could have for the future level of investment in the existing line through southeastern Connecticut and the number of trains that would pass through and stop in New London. Alternative 3, unequivocally the most ambitious and financially monumental action alternative of the three, will in all likelihood sacrifice essential and sustaining funding for the current Connecticut rail line from New Haven to Providence, R.I. While planning for future growth is prudent, sacrificing and diverting the necessary investment from the existing local and regional rail lines is simply a bad idea. Such as it is, we encourage the Federal Railroad Administration to remove Alternative 3 from further planning objectives.

Respectfully submitted,



Michael E. Passero
Mayor



Charles B. Strome, III
City Manager

City of New Rochelle New York

December 23, 2015

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

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

Dear Ms. Reyes-Alicea:

On behalf of the City of New Rochelle, New York, I submit the following comments in support of Alternative Two – Grow regarding the Northeast Corridor (NEC) Tier 1 Draft Environmental Impact Statement.

The City of New Rochelle is committed to Transit Oriented Development and Amtrak is an important partner for us. Amtrak's regional Boston to New York service stops in New Rochelle and we are in strong support of bringing existing infrastructure into good repair and growing services in our region.

New Rochelle has just completed a rezoning for its downtown, encouraging increased density which will result in population growth. This is in line with NEC Future's predictions of growth in the North East which makes it clear that NEC's no action alternative is not a viable option.

New Rochelle is building a future around multimodal transportation in Southern Westchester and the broader region, and bringing the North East Corridor existing infrastructure into good repair is the minimum that must be done to keep pace with growth and provide good service. This is also critical to improve Westchester's rail connectivity with the west side of Manhattan, in conjunction with the proposed improvements to the Metro North Railway now in New York State's capital budget.

Alternative Two - Grow is our preferred alternative as it goes beyond just keeping pace with expected growth. It adds capacity to accommodate demand at the Hudson River and encourages substantial transport mode change, an estimated 93 million annual trips, to passenger rail, a much more sustainable option than private vehicles in an area with already congested highways and bridges.

We look forward to following the progress of this extremely important initiative.

Sincerely Yours,

Charles B. Strome, III
City Manager

All right. The next speaker, Michael Noda.

MR. NODA: Good evening. My name is Michael Noda, and I'm a local writer on transportation topics. And my transportation blog is at SICTransitPhiladelphia.org, and I am also an advisor to the 5th Square Political Action Committee. I am here on my own recognizance.

There are many, many flaws in this study. And while I am not quite as cynical as — well, actually, I'm not quite as optimistic as the blogger, Alon Levy, who believes that you could provide most of the performance benefits of the Alternative 3, you know, Transform Alternative at 95 percent cost savings.

I think he's off by a factor of three, which leaves it at 85 percent cost savings. I — you know, call me — call me a cynic at heart.

But, you know, the fact that the cost estimates are so inflated and the scope of each of these is, you know, inflated for, you know, for reasons that are — you know, sort of, you know, defy understanding, it sort of, you know, discredits what should be a bit — what should be, you know, a, you know, positive transformative process for all of us.

You know, the local examples would be the, you know, the much mocked tunnel under 12th Street to serve Market East Station which, you know, as earlier speakers have pointed out there's the — you know, the growing center of our, you know, central business district is around 30th Street. There's no real reason to bypass it, you know.

You know, the detours for Philadelphia International Airport is great if you can get American Airlines to pay for it, because they're the only ones who will ever benefit from it.

It's not a local transportation issue that, you know — or that, you know, interests anybody outside of them, as far as I can tell. Because there, you know, there just aren't that many people who are taking Amtrak to catch a flight out of Philadelphia.

And at the same time there are things — there are critical things that could be done to, you know, vastly improve service on the Northeast Corridor through this region.

Most of that is incredibly unsexy, but, you know, relatively cheap things that can be done to, you know, speed up and improve service through interlocking such as PHIL, which is where the Airport Line currently branches off; Zoo, which is the giant tangle north of 30th Street Station; you know, Shore, which is up in Kensington where the Amtrak 188 derailment took place, which is also where the New Jersey Transit Atlantic City Line branches off.

And, you know, just, you know, each of those is, you know, a set — is an interlocking set that slows down traffic on its own because, you know, the switches are old or at least of old design and are not capable of handling high-speed traffic.

And there are — you know, and there are sharp curves at each one of those. Plus the PHIL, definitely the Zoo and the Shore, that could — you know, that are, you know, just slow things down immensely.

And, you know, there seems to be, as far as I can tell going through all this documentation, you know, the — you know, the only — the only solution that has been, you know, brought for each of these problem sets is to bypass them widely by many, many miles.

And, you know, that's — you know, that's great in the land of infinite money, and if you let me know how to — how to get there, I will emigrate there at the first opportunity.

But in the meantime, we live here and our resources aren't finite.

And we cannot be committing ourselves to spend twice as much as the Japanese are spending on maglev between Tokyo and Nagoya on, you know, a — you know, on a, you know, vision of high-speed rail that only reaches between Boston and Washington.

Thank you.

THE MODERATOR: Okay. Thank you,

Michael.

NEC DEIS Comments - RECORD #2355 DETAIL

Status :

Not Completed

Record Date :

2/15/2016

First Name :

Jean

Last Name :

Nocito-Gobel

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 #3094 DETAIL

Status : [REDACTED]
Record Date : 2/29/2016
First Name : Pamela
Last Name : Lebeaux
Stakeholder Comments/Issues :

Forwarding comment.

From: Galin Brooks [mailto:gbrooks@nomabid.org]
Sent: Friday, February 19, 2016 2:14 PM
To: Lebeaux, Pamela <Lebeaux@pbworld.com>
Subject: RE: Your NEC FUTURE inquiry

Thanks so much, Pam. Please find attached.

All the best,

Galin

From: Lebeaux, Pamela [mailto:Lebeaux@pbworld.com]
Sent: Thursday, February 18, 2016 12:07 PM
To: Galin Brooks <gbrooks@nomabid.org<mailto:gbrooks@nomabid.org>>
Subject: Your NEC FUTURE inquiry

Hello Galin-

We received your question about submitting a comment. We ask that you please submit it as soon as possible, and we will make every attempt to review and respond as time permits.

Regards,

Pam Lebeaux
NEC FUTURE Public Outreach Coordinator
WSP | Parsons Brinckerhoff
Tel. 609-512-3568

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this message, delete this message and all copies from your e-mail system and destroy any printed copies.

Attachments :

NoMa BID - Draft Tier 1 EIS Letter of Comment.pdf (169 kb)

Rebecca Reyes-Alicea
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

February 17, 2016

Dear Ms. Reyes-Alicea:

The NoMa BID strongly supports the Federal Railroad Administration's NEC FUTURE and is writing today to provide comment to the Tier 1 Draft EIS. Union Station is the most important transportation hub in the District of Columbia. Its continued success, is dependent on a rail network which has sufficient capacity for the growing demand of both regional and intercity rail. The decreased travel times and increase in service and jobs accessibility provided by the alternatives in the Tier 1 Draft EIS are critical for the Washington region and NoMa (which will be one of the densest neighborhoods in the Greater Washington Area).

The ability for our tenants to take fast, reliable rail to New York City and other major employment centers along the Northeast Corridor is a crucial amenity in the neighborhood and the region. The strong demand in NoMa for rail transport will only increase with the completion of the additional 18 million square feet planned for the neighborhood. Currently, there are 56,000 jobs in NoMa and 93,000 jobs within two square miles of Union Station. In the last five years, office occupancy has increased by 1.6 million square feet and the resident population by 5,000 in NoMa. In the next ten years, there will be an additional 9.5 million square feet of office space and 8,000 residential units.

Union Station is the hub of the District of Columbia serving VRE and MARC regional rail, Amtrak intercity rail, Metrorail, and Metrobus. The projected marginal increase of regional rail ridership of 30 percent by 2040, if Alternative 3 is realized, would be a major impetus for both transit-oriented development and regional rail commuting in NoMa. Due to both the increasing constraints of vehicular commuting in Washington and the demand for transit-oriented development, the rail capacity planned in the NEC FUTURE along the Northeast Corridor and Union Station is imperative for the future of the Washington region and NoMa.

Sincerely,



Robin-Eve Jasper
President
NoMa BID

NEC DEIS Comments - RECORD #2888 DETAIL

Status :

Action Complete

Record Date :

2/16/2016

First Name :

Elizabeth

Last Name :

Noniewicz

Stakeholder Comments/Issues :

A very poor idea to totally level a quaint and wonderful New England town. Do not go thru Lyme

NEC DEIS Comments - RECORD #2743 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : John V.

Last Name : Edwards

Stakeholder Comments/Issues :

Attached please find Norfolk Southern's comments on the Tier 1 NEC Draft EIS.

John V. Edwards
General Director Passenger Policy
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510
757-629-2838
john.edwards@nscorp.com

Attachments : Norfolk Southern 2 16 2016 Comment on Tier 1 DEIS.pdf (26 kb)



Norfolk Southern Corporation
Strategic Planning
Three Commercial Place
Norfolk, VA 23510

John V. Edwards
General Director Passenger Policy
757-629-2838
757-533-4884 – Fax
John.Edwards@nscorp.com

February 16, 2016

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

Dear Ms. Reyes-Alicea,

Norfolk Southern (NS) appreciates the opportunity to comment on the Tier 1 Draft Environmental Impact Statement (Tier 1 DEIS) for NEC FUTURE. NS also appreciates that it had the opportunity to be a non-voting representative on the Northeast Corridor Infrastructure and Operations Advisory Commission. We have reviewed and join in the CSX Transportation and the Conrail comments also submitted.

The Tier 1 DEIS is hundreds of pages long in several different volumes. Throughout these volumes are a few comments regarding the need to protect both current and future Northeast Corridor (NEC) freight capacity and operations. Certainly contained in this massive tome the authors provide a few gentle admonitions for those who work on both the anticipated future Tier 2 DEIS and those who will work to implement their respective recommendations. For example, Section 5.1 provides:

While the purpose of NEC FUTURE focuses on passenger rail service, the NEC FUTURE scoping process, along with input received from freight rail operators and state and regional stakeholders, identified the preservation of freight rail as an important objective. Recognizing the importance of freight rail operations along the NEC, the Action Alternatives preserve access to freight rail customers who use the NEC for goods movements and do not preclude future expansion of freight rail service in the corridor. In addition, the FRA is seeking opportunities to create benefits for both passenger rail and freight rail service where practicable.

But it is always important to keep as a core principle – and ensure that those who in the future work with the Tier 1 Environmental Impact Statement (Tier 1 EIS) understand – that the NEC serves as a vital and core freight route to the Northeast United States that cannot be compromised.

The Tier 1 EIS, when it is issued, needs to make that point simply and unambiguously, and not have it lost by having a few minor mentions among the hundreds of its pages. And we are concerned that it will get lost. For example, in the Tier 1 DEIS Abstract, freight rail is mentioned only to note that freight railroads were consulted. In the 32 pages of the Tier 1 DEIS Summary, there are a few references to defining “the investment program ... in a way that preserves current and planned service levels for freight railroad operations.” There is no discussion of ensuring access (including not only access to its current customers, but to new freight rail customers who would bring added employment and economic vitality to the Northeast) and capacity (paying attention to weight restrictions and the fluid movement, not only of extra-dimensional wide and high loads, but also normal freight, through passenger stations). Even in Chapter 3 of the Tier 1 DEIS, which addresses Purpose and Need, there is as much or more discussion about how freight on the NEC causes interference with passenger operations as there is discussion of the need to protect freight access.

The concern that the importance of freight rail considerations will get lost is best exemplified by the detailed analysis of Pennsylvania and New Jersey alternatives discussed in Conrail’s submission. Regardless of whether the authors of the Tier 1 DEIS determine that a route specific analysis is more appropriate for a Tier 2 analysis, there should be no question in anyone’s mind that the authors (and the FRA, in accepting and approving the document) recognized the significance of the freight system to the environment, the economy and the security of not only those who live and work in the NEC region, but throughout the entire United States.

NS strongly suggests that the Tier 1 EIS, when issued, contains a basic direction to those who use it in the future, that the NEC is as much vital economic, strategic, and environmentally important access route for freight rail service to and from the Northeast United States, and that any future development of the NEC must preserve and enhance that access, both in volume and capacity as discussed above. It should specifically mention the need to preserve side and overhead clearance routes that may be different for freight than for passenger, including for the double stack intermodal trains that are able to take so many trucks off of the highways throughout the rest of the United States. This admonition should be specific, and found in the Tier 1 EIS abstract, the purpose and need, and the summary.

We recognize that this is only a Tier 1 DEIS, and that the detailed work takes place at the Tier 2 stage and beyond, but without a clear and unambiguous statement at this stage, the future efforts may be flawed to the detriment of the US economy, its environment, and its security.

Sincerely,



John V. Edwards

NEC DEIS Comments - RECORD #37 DETAIL

Status : [REDACTED]
Record Date : 12/3/2015
First Name : John
Last Name : Norris

Stakeholder Comments/Issues :

Great to see this key step re DEIS taking place on this hugely important project for all those who travel in the NE.

NEC DEIS Comments - RECORD #2770 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Laura

Last Name : Norris

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 fine arts campus is vitally important to the students, surrounding community, and UNH family. Please reconsider some other alternatives that do not place the railroad through our beloved Lyme Campus.

Thank you,
Laura Norris

NEC DEIS Comments - RECORD #1476 DETAIL

Status : Action Complete

Record Date : 2/14/2016

First Name : Willard

Last Name : Northrop

Stakeholder Comments/Issues :

If your going to improve service into the future, I would recommend number two. Number three looks like the best but the expense most likely would rule it out.

NEC DEIS Comments - RECORD #150 DETAIL

Status : Pending
Record Date : 1/12/2016
First Name : Mary Jo
Last Name : Nosal
Stakeholder Comments/Issues :

1/12/16

To Whom it May Concern,

My name is Mary Jo Nosal, Selectwoman from Old Lyme, CT. It is with great concern, anxiety and in total opposition to the Tier 1 draft EIS for NEC, Alternative 1 that I comment.

It appears that this Alternative focuses on meeting some of the regional goals of the NEC by addressing the chokeholds along the southern part of the existing route. However, by adding new track through the heart of our town our local needs are not addressed and therefore the objectives of the Tier are not met.

Specifically, the proposed section of new track from Old Saybrook to East Lyme, CT will adversely affect our entire community, will cut-off the established tourism lifeline of our region and will not provide a meaningful improvement in efficient rail service.

No data was provided in the EIE to demonstrate that our local commercial, residential and environmental concerns were considered.

A new track through Old Lyme provides no local economic benefit or advantage to local commuters or residents, while the extreme destruction it will cause to an environmentally sensitive area is irreversible.

As proposed, Alternative 1 will be strongly opposed by the community.

Sincerely,

Mary Jo Nosal
Selectwoman
Old Lyme, CT
[Redacted]

NEC DEIS Comments - RECORD #1995 DETAIL

Status :

Pending

Record Date :

2/15/2016

First Name :

Nazih

Last Name :

Noujaim

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 #1422 DETAIL

Status : [REDACTED]

Record Date : 2/14/2016

First Name : Kate

Last Name : Novack

Stakeholder Comments/Issues :

I oppose Alternative 1.

NEC DEIS Comments - RECORD #1435 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Barbara

Last Name :

Novick

Stakeholder Comments/Issues :

This is to register my opposition to Alternative 1. The environmental impact on the Shoreline and the impact considering climate change make this unacceptable to me.

NEC DEIS Comments - RECORD #2959 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Dana
Last Name : Novorio

Stakeholder Comments/Issues :

I would hope this does not take place. Our beautiful, peaceful shoreline towns certainly don't need any more tracks and bridges. The charm of this area is the unobstructed water views and people travel here just for that. I say no. I don't think this was presented with enough thought or information to our shore towns.

NEC DEIS Comments - RECORD #1196 DETAIL

Status : [REDACTED]

Record Date : 2/13/2016

First Name : JR

Last Name : Nowak

Stakeholder Comments/Issues :

I disagree, I like the connection IF it stopped in any towns like East Lyme, Waterford AND it connected to the MBTA Boston-PVD-GREEN AIRPORT and any connecting local priced southwest terminus.

NEC DEIS Comments - RECORD #1716 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Barbara
Last Name : Noyes
Stakeholder Comments/Issues :

As a resident of Old Lyme, CT I am opposed to Alternative 1 of the rail plan. This plan would very adversely affect the Old Lyme historical preservation district and have an extremely negative impact on the whole town and shoreline area.

NEC DEIS Comments - RECORD #1511 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Ellen

Last Name :

Noyes

Stakeholder Comments/Issues :

To Whom it May Concern:

I grew up visiting my grandparents in Old Lyme, CT every summer, and have wonderful memories of the town and everything it represents. I consider Old Lyme a significant part of my childhood. It is a place of historical significance as well as of personal significance.

Now my parents have moved to Old Lyme and I look forward to keeping the tradition of visiting the town regularly. I want my family to experience the same excitement and joy that I experience every time I visit.

I strongly feel that NEC Future Alternative 1 will disrupt the integrity of Old Lyme and threaten the historical significance and beauty of the town, river, and surrounding areas. I urge you to please consider alternative options and not follow through with the NEC Future Alternative 1 plan. Thank you.

NEC DEIS Comments - RECORD #643 DETAIL

Status :

Action Completed

Record Date :

2/9/2016

First Name :

John

Last Name :

Noyes

Stakeholder Comments/Issues :

I find it outrageous that Alternative 1 for the Amtrak high speed rail line would reroute the rail line through the historic district of Old Lyme, Connecticut. There are a four-year college, pristine waterways, an art association, a museum that's on the national historic register, and many old houses in the Old Lyme historic district. The historic district, the town's tourism industry (for which the art peace of the historic district is a major draw), and the estuarine environment would all be immensely disrupted by the proposed new route. Keeping the rail line south of the downtown historic district-- where it is now located-- is a much more sensible alternative. I write as someone who has known the town for many decades, who has worked in the town, and who recently moved my residence to the town.

NEC DEIS Comments - RECORD #657 DETAIL

Status : **Account Completed**
Record Date : 2/10/2016
First Name : Dominic
Last Name : Nucifora
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.

On a personal note, this project would cut through the very area where my wife and I saw our first (and so far only) Kentucky Warbler. We are hoping to have children in the near future and we dream about taking them to find this reclusive species. With construction, increased traffic, destruction of habitat and noise pollution, I fear these birds will die and we will never get to share the joy of that discovery with our kids. I urge you to leave this beautiful area out of this project. Thank you for your consideration.

Sincerely,
Dominic Nucifora

NEC DEIS Comments - RECORD #456 DETAIL

Status : [REDACTED]

Record Date : 2/1/2016

First Name : Sal

Last Name : Nucifora

Stakeholder Comments/Issues :

You are planning the wrong path entirely.

CONNECT THE AIRPORTS.

Connect JFK, Laguardia, and Bradley via 300 mph high speed rail. The train should travel along 684 and 84 bringing Danbury and Waterbury within an hour of NYC.

It would also put Bradley as an alternate airport in bad weather to NYC. Increasing the use of Bradley and enhance the economy of Danbury and Waterbury.

Sal Nucifora [REDACTED] East Hampton CT 06424 [REDACTED]

Sent from Yahoo Mail on Android

NEC DEIS Comments - RECORD #586 DETAIL

Status : [REDACTED]

Record Date : 2/7/2016

First Name : Ryan

Last Name : Nunn

Stakeholder Comments/Issues :

I have lived near the shoreline of old lyme my entire life, implementing this plan of putting a high speed rail over the Connecticut river and through the town will ruin property values, people's mortgages, the economy of the area to say the least. I'm 22 years old and don't want to have to deal with people ruining one of the most beautiful ecosystems and estuaries in Connecticut. Thousands and thousands of animal species will be effected by this besides those who have inhabited the town for years. Please reconsider the placement for this high speed rail because it effects and will hurt the entire area

NEC DEIS Comments - RECORD #2786 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Harvey

Last Name : Botzman

Stakeholder Comments/Issues :

AdministratorNECFUTUREU.S.DOT Federal Railroad AdministrationOneBowling Green, Suite 429NewYork, NY 10004Via:comment@necfuture.com Ref.: Tier 1Draft NEC Environmental Impact

Statement Comments

To this email, I am attaching MS Word and Adobe Acrobat formatted comments in regard to the Tier 1 Draft NEC EIS.

I have submitted these comments via the comment box on the NEC Futures web site at http://www.necfuture.com/get_involved however I always submit comments on official documents in these alternative formats. Sometimes the person(s) preparing a final report likes to include comments on letterhead rather than simply as plain text comments.

These comments are not negative and are submitted with the purpose of improving service as well as Amtrak's revenue on the NEC Regional, Acela, & long distance train routes.

You may contact me in regard to these comments as well as other matters in regard to Northeast Corridor Regional trains, Acela trains, long distance trains and train service primarily financed by the New York State Department of Transportation (Empire Service, Maple Leaf, Adirondack, and Ethan Allen trains).

Respectfully submitted,

HarveyHarvey BotzmanCyclotour Guide Books

www.cyclotour.com

cyclotour@cyclotour.com

Voice: 585 244-6157

Program Manager, "Bike NY State" (April 29-30, 2016, in NYC at Bike Expo New York) a tourism promotion project of the New York Bicycling Coalition, the NYS "I Love NY" program, and NYS County Tourism Promotion Agencies to encourage bicyclists & outdoor enthusiasts to pursue bicycling & other activities in New York State.

Director, New York Bicycling Coalition

Member, Amtrak/Adventure Cycling Assn. Bicycle Task Force

Member, New York State Travel Industry Assn.

Director, Canal NY Marketing & Business Alliance

Director, Rochester Cycling Alliance

Author, Cyclotour Guide Books, publisher of "Finger Lakes Bicyclist's Tour Guide," "Round Lake Michigan: A Bicyclist's Tour Guide," & 5 other bicycle tour guide books.

Attachments : 2016 02 15 New York Bicyling Coalition Comments on Tier 1 NEC Draft 1 EIS.pdf (185 kb)

New York Bicycling Coalition
www.nybc.net
Paul Winkeller
Executive Director
paul@nybc.net
518 436-0889



PO Box 8868
Albany, New York 12208

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

Ref.: Tier 1 Draft NEC Environmental Impact Statement Comments

These comments have been prepared by Harvey Botzman on behalf of the New York Bicycling Coalition. Contact information: Harvey Botzman, cyclotour@cyclotour.com, voice: 585 244-6157, 160 Harvard Street, Rochester, New York 14607-3174. Mr. Botzman is a Director of the New York Bicycling Coalition. He is listed on the Coalition's Board of Director page <http://nybc.net/staff-group/board/> and he has a profile on LinkedIn.

Mr. Botzman is preparing comments in regard to the Lake Shore Limited, Empire Service, Maple Leaf, Adirondack, and Ethan Allen trains operated by Amtrak in New York State. Only the Lake Shore Limited is fully financed by Amtrak. The other trains are primarily financed by the New York State Department of Transportation.

I. Statistics & Demographics

A. References:

1. League of American Bicyclists. *Where We Ride: Analysis of Bicycle Commuting in American Cities*. Washington DC: League of American Bicyclists. 2015. <http://www.bikeleague.org/commutingdata>
2. United States Census Bureau, *American Community Survey, 2014*. Washington DC: United States Census Bureau. 2015. <https://www.census.gov/programs-surveys/acs/news/data-releases/2014.html>

B. Since the Northeast Corridor Draft Tier 1 Environmental Impact Statement is concerned with the future of rail passenger trains and travelers it is surprising that this Draft does not include any mention of the demographic change of in cities along the Corridor. It also fails to include the change in the type of transportation used to complete the "last mile" between a NEC rail station and where the person is ultimately coming from or going to, be it a work location, home, school, government entity, attraction, or lodging.

C. According to the United States Census Bureau's Community Survey Data Reports an increasing number as well as a greater percentage of 20-35 year old and 55+ year old demographic groups are opting to not own or regularly use an automobile. It is estimated that in several cities within the Northeast Corridor routes 30% or more of the population do not even have a driver's license. This segment of the population in the NEC's area have opted to use public transportation, municipal buses, light rail, subway, long distance buses, and Amtrak's trains as their primary transportation modes.

D. More importantly an increasing number and percentage of the NEC's population are opting to use a bicycle as their means of transportation for the "last mile" of their commute to work and school; perform every day errands (utilitarian bicycling); visiting friends and relatives.

E. Amtrak has recognized this change in transportation modes by establishing, with the Adventure Cycling Association, the Amtrak/Adventure Cycling Association Bicycle Task Force. The Task Force is charged with helping Amtrak improve its bicycle carriage service.

F. One initial statistic to be taken into account by the Draft Tier 1 NEC EIS is the overwhelming support for unboxed bicycle carriage service on the Capital Limited train from Washington DC to Pittsburgh PA after the introduction of using bicycle racks on this train in September, 2015. The demand for unboxed bicycle carriage service on the Capital Limited mirrors Amtrak's experience with such bicycle carriage on its

Cascades trains. Although the Capital Limited does only operates

II. Current Situation: Unboxed Bicycle Carriage on NEC Trains

A. Bicyclists prefer to use their own bicycles when touring & traveling outside of their home area. Although bike share services do have a place in the transportation mix, most bicyclists traveling on business or pleasure find that upon alighting from a long distance train or plane it is faster, less expensive, and easier to go from the train (airplane) terminal to their lodging by bicycle than by taxi, municipal bus, light rail, or private automobile. This is consistently proved each year in various cities during "bike week" when bicyclists obeying all traffic rules compete against other forms of surface transportation to go from point A to point B.

B. Bicyclists traveling to bicycle events within the NEC and wanting to not use a private automobile to get to the starting point are particularly hampered by the lack of unboxed or even boxed bicycle carriage services within the NEC. Of the 240 major bicycling events listed on the New York Bicycling Coalition/Cyclotour Guide Books "New York State Major Bicycling Events Calendar" 15% are in the New York City NEC region as defined in this Draft EIS. More than 133,000 bicyclists participated in these 36 events. Assuming only 10% of the 133,000 participating bicyclists wanted to travel to these 36 New York City events without use of an automobile this represents a large virtually untapped market for Amtrak's NEC rail service. These figures do not include New York State bicycling events taking place entirely in Long Island counties outside of New York City or in the northern suburbs of New York City. The problem is the difficulty of transporting a bicycle and a bicyclist between New York City (and to a greater extent the other approximately 200 bicycling events in New York State) and other urban areas along Amtrak's Northeast Corridor's service area.

C. No Northeast Regional or Acela trains have the facilities for carriage of bicycles. Only a limited number of long distance Amtrak trains along the route of the Northeast Corridor have facilities for the carriage of bicycles, boxed or unboxed.

III. Improvements to make Bicycle Carriage on Northeast Corridor Regional & Acela Trains a Viable Service

A. Although bicycle carriage service is sometimes termed "Unboxed Bicycle Carriage Service;" "Boxed Bicycle Carriage Service;" "Roll-On/Roll Off Bicycle Service" or "RO/RO Bicycle Service" we will use Amtrak's definitions of transporting a bicycle: "Walk-On Bicycle Service," "Walk-Up Bicycle Service," and boxing a bike.

B. Northeast Corridor Regional and Acela Trains

1. Amtrak Walk-On Bicycle Service: Without baggage cars on either Northeast Regional or Acela Trains bicycle carriage can be effected by modifying the passenger train cars with a small amount of dedicated bicycle space using:

- a. bicycle racks to hang bicycles
- b. bicycle tie down points to place bicycles along the walls of a passenger car (this form of bicycle carriage is generally used on commuter trains.
- c. Definition (from the Amtrak web site): ***Walk-On Bicycle Service**: Passengers utilizing the walk-on bicycle service, where bikes are carried on select trains by the passenger and stored in designated areas, must be able to fully handle their bicycle, and be able to lift their bicycle to shoulder height. Passengers are responsible for stowage and security of bicycles.*

2. Amtrak Walk-Up Checked Bicycle Service: This bicycle carriage service is only available if a baggage car is used on a train.

- a. Definition (from the Amtrak web site): *Passengers utilizing the walk-up bicycle service, where bikes are transported on select trains in racks in the **baggage car**, must be able to lift their bicycle to shoulder height so Amtrak personnel may store and secure them in the **bike racks**.*
- b. Applies to long distance trains connecting NEC cities: the Vermonter, the Cardinal, Carolinian, Piedmont, Crescent, Keystone, Silver Service, and Palmetto.

- c. Not all of these long distance trains have been or will be equipped with baggage cars containing bike racks.
- d. These long distance trains have a much more limited schedule (1 train per day in each direction) than NEC Regional or Acela trains.
- e. If the train is equipped with a baggage car with bike racks then there are a limited number (7 or 8) bike racks in the baggage car.
- f. If all the baggage car bike racks are reserved then the bicyclist must box the bike to transport it by Amtrak in the NEC.
 - 1) Partial disassembly of the bicycle is necessary to fit it into a bicycle box 3. "Boxing a Bike" is the least preferable & most hindering conditions for transporting a bicycle on an Amtrak train
 - 2) The departing Amtrak station has to have bicycle boxes in stock or the bicyclist has to make or obtain a bicycle box from another source & transport the empty or filled box to the Amtrak station.
 - 3) Both the departing and arriving Amtrak stations must have checked baggage car service for the bicycle to be on loaded & off loaded.
- g. The passenger fares on these long distance trains are more expensive than on the Northeast Regional trains.
- h. All of these conditions limit Amtrak being able to increase its revenue by meeting the needs of the increasing number bicyclists wanting travel with their bicycles.
 - 1) Evidence of this increase in the number of bicycle wanting to tour & travel with their bicycles is the demographic changes in housing; use of a bicycle for commuting; and decrease in the number of regular users of automobiles within the urban areas served by Northeast Corridor trains.

3. Capacity

- a. Adequate bicycle carriage capacity is required to exceed a "minimum capacity" threshold
- b. Special capacity should be added to the NEC to allow for group excursion service.
- c. Maximum capacity bicycle carriage: baggage cars with high bicycle carriage capacity for use by bicycle tour companies on a charter basis.
- d. Addition of baggage cars with high bicycle carriage capacity for transporting bicyclists and bicycles to a bicycling event with a significant number bicycling participants.
- e. Walk-On Bicycle Service is to be available on all trains throughout the day.

IV. Station Improvements to facilitate bicycle carriage within the NEC

A. Reduction of Barriers

- 1. Bike Ramps on staircases for rolling bicycles up or down staircases
- 2. Platform Level loading at all stations serviced by NEC trains.
 - a. Platform level embarking/alighting facilitates Walk-On and Roll-On Bicycle Service
 - b. Platform level loading embarking/alighting decreases the passenger load times
- 3. Elevators both for disabled individuals and bicyclists

B. Access to Stations

- 1. Multi-Modal access for bikes, municipal buses typically have bike racks
- 2. Local bicycle maps with bike routes bike routes posted in NEC stations
- 3. Last mile connectivity; include. Transport to car pool, stations etc., bike share, and ride share
- 4. Bike stations with a pump and minor tools in each NEC station

C. Bicycle Parking

- 1. Secure Bike Parking at all NEC stations, rational, bike parking is less expensive than auto parking
- 2. Secure bike storage for long trips at from originating station.
 - a. Secure bike parking *Depots*, such as built in partnership between *New Jersey Bike & Walk Coalition* and Montclair Township, <http://www.njbwc.org/bikedepot/>
 - b. Installation of paid bike parking lockers, (e. g. <https://www.bikelink.org>) such used at facilities on the west coast and in Winooski VT

V. Right of Way

A. NEC Bridges

1. Must include bicycle and pedestrian access when they are reconstructed or built new.

B. Grade Crossings

1. Improve grade crossings with better pads and smoother areas for bicyclists
2. Increased safety markings to delineate train grade crossings to prevent accidents.

C. Rail-Trail

1. Develop a system of trails parallel or within NEC rights of way.
2. Encourage states and municipalities to create multi-use trails leading to NEC stations
3. Encourage states and municipalities to build or create protected bike lanes leading to NEC stations
4. Provide matching funds or outright grants for the development of trails parallel or within NEC rights of way.

VI. Marketing

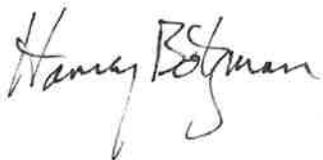
A. Amtrak is to actively market its *Walk-On* or *Walk-Up Bicycle Service* on NEC Regional, Acela, and long distance trains.

1. Amtrak shall produce a video as well as paper brochures detailing how to reserve space, load and unload the bike racks or other bicycle carriage facilities in passenger cars or baggage cars on its NEC Regional, Acela, and long distance trains.
2. These marketing materials shall include information about fees (not necessarily quoting a dollar figure), bicyclist's responsibility, and Amtrak/NEC operator's liability.
 - a. Amtrak is to arrange with an insurance company for optional bicycle carriage insurance.

B. Amtrak is to provide adequate funds to statewide bicycle advocacy organizations to market Amtrak/NEC's bicycle carriage and bicycle parking facilities to the bicycle advocacy organizations' members & to the general public.

On behalf of the New York Bicycling Coalition,

Respectfully submitted,



Harvey Botzman

cyclotour@cyclotour.com
160 Harvard Street
Rochester, New York 14607-3174
Voice: 585 244-6157

ENVIRONMENTAL REVIEW

Project number: FEDERAL RAILWAY ADMINISTRATION / 106.Y
Project: NEC FUTURE
Address: 4 PENN PLAZA, **BBL:** 1007810001
Date Received: 12/9/2015

- No architectural significance
- No archaeological significance
- Designated New York City Landmark or Within Designated Historic District
- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically significant; requesting additional materials

Comments: The LPC is in receipt of the Draft Programmatic Agreement dated November, 2015 and the Tier I Draft EIS chapter of November, 2015. The LPC would like to be consulted about any potential impacts to archaeological resources and to LPC eligible properties for Tier I and Tier 2 projects within New York City.

The project methodology for historic and cultural resources is acceptable.

Cc: NYS SHPO

Gina Santucci

12/15/2015

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 31051_FSO_ALS_12152015.doc

NEC DEIS Comments - RECORD #85 DETAIL

Status :

Pending

Record Date :

12/22/2015

First Name :

Gina

Last Name :

Santucci (LPC)

Stakeholder Comments/Issues :

Please forward to Ms. Rebecca Reyes-Alicea.

NEC DEIS Comments - RECORD #1310 DETAIL

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

Alternative 1 is just a band aid. We need to focus on the future and growth!. You cannot divide one of CT's most quaint towns (Old Lyme).

NEC DEIS Comments - RECORD #144 DETAIL

Status : [REDACTED]
Record Date : 1/12/2016
First Name : Kara
Last Name : Oberg

Stakeholder Comments/Issues :

I fully support Alternative 3, as a prior resident of Southington, CT, Boston, MA, and Stamford, CT I have used the Northeast Corridor for commuting, work trips to DC and for vacation trips. Let's make the train the #1 choice for travel for the North East.

NEC DEIS Comments - RECORD #328 DETAIL

Status : Action Completed

Record Date : 1/27/2016

First Name : Ann

Last Name : O'Brien

Stakeholder Comments/Issues :

I am opposed to Alternative 3 of the NEC Rail Investment Plan which would place a high speed rail through the densely populated communities of Long Island. The plan would pose a great environmental and safety hazard to our people. Add to that the prohibitive cost and the result becomes one in which the disadvantages far outweigh the advantages.

NEC DEIS Comments - RECORD #1527 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Dawn

Last Name :

O'Dell

Stakeholder Comments/Issues :

Alternative 1 which cuts through the center of Old Lyme is a travesty for our small town. We have our schools, cultural areas and preserved Historic district right where this is proposed to cut through which would destroy it all as well as our town.

NEC DEIS Comments - RECORD #1970 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Eric

Last Name :

O'Bryan

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 #2473 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Helene
Last Name : O'CONNOR

Stakeholder Comments/Issues :

Please prioritize the Inland Route via Palmer. The communities surrounding Springfield and Palmer will benefit from this high speed rail.

NEC DEIS Comments - RECORD #1799 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : sam

Last Name : odeh

Stakeholder Comments/Issues :

opposition to alternate No.1

NEC DEIS Comments - RECORD #1527 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Dawn

Last Name :

O'Dell

Stakeholder Comments/Issues :

Alternative 1 which cuts through the center of Old Lyme is a travesty for our small town. We have our schools, cultural areas and preserved Historic district right where this is proposed to cut through which would destroy it all as well as our town.

NEC DEIS Comments - RECORD #213 DETAIL

Status :

[REDACTED]

Record Date :

1/21/2016

First Name :

Reid

Last Name :

Offringa

Stakeholder Comments/Issues :

I'd love to be able to bring my bike on the train more casually. I sometimes have long bike trips, where I spend a weekend biking for a couple hundred miles, but I don't have the time/energy to bike back. It would be really awesome if I didn't have to disassemble my bike and put it into a bike box in order to get on an Amtrak. Why isn't there a bike car?

When I arrive at my home, I'll just need to reassemble it in order to bike home, so it's usually a huge hassle. Plus, then I have some big stupid box that I usually just throw away.

NEC DEIS Comments - RECORD #2373 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Morgan

Last Name :

Ofsharick

Stakeholder Comments/Issues :

I am in complete opposition of a railway being built through my college, and why wouldn't I be? It's simply disgusting, not to mention unnecessary. This is a historic location with a unique campus that benefits its students. It may be small, but that doesn't lessen its importance. Please reject alternative 1 to run a railroad through Lyme Academy.

NEC DEIS Comments - RECORD #898 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

Denise TK

Last Name :

Ogden

Stakeholder Comments/Issues :

The proposed train cutting across the Town of Old Lyme will be devastating to the in many ways. It would not only affect the environment which has seen the osprey and bald eagle population grow but also destroy the historical attributes of the Town.

NEC DEIS Comments - RECORD #1873 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Bharath

Last Name :

Ogety

Stakeholder Comments/Issues :

"I support Alternative 1 of the Northeast Corridor Futures proposal because it will enhance the quality of life in the inland areas and better life leads to more growth in economy.

Please dont let these money greedy institutions manipulate the laws to sacrifice the potential economical growth the inland can benefit with this rail road.

NEC DEIS Comments - RECORD #1108 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

Margarita

Last Name :

Ogorzalek

Stakeholder Comments/Issues :

Please do not destroy our community, Old Lyme, in your work on expanding rail service! Listen, Listen to our leaders.

(5:07 p.m.)

(A pause)

(5:26 p.m.)

MR. OLANOFF: Again, I'll repeat, I'm Steve Olanoff from Westwood, Mass.

Looking at the three alternatives, they almost appear more to me like steps, because each one gets more and more involved and bigger as you go on. It doesn't look like, for instance, doing Alternative 1 precludes doing Alternative 2, and doing Alternative 2 precludes doing Alternative 3. They just keep getting more things that you can do to make better service.

So in a situation like that, then why wouldn't you obviously go for Alternative No. 3? Because this is a study, it doesn't mean you're going to do it all, but you might as well do the planning, you should do the planning for the maximum system that you want to do, and then you'd be doing subsets of it later or a little at a time. You'd always be doing pieces of things, you're never going to do something all at once, but the planning would be done and the provisions would be made. So that when you do something, it's enabling, it's done in such a way that you've enabled the maximum Alternative No. 3 to be done.

So it just makes logical sense to me to go with Alternative 3 and do as much as you can in the planning stage, because what actually gets done in the long run, it remains, of course, with the desire and the conviction of the nation to go forward and do this sort of thing.

(5:29 p.m.)

(A pause)

(5:30 p.m.)

If there is nobody who wants to speak, we'll probably close the hearing and -- you want to speak?

MR. OLANOFF: I had a question.

MS. SIEGEL: We're not really set up to answer questions.

MR. OLANOFF: Well, it was on the -- it wasn't very clear where you actually make the choice between which alternative, because it said you would study this alternative and then announce it. But are you just studying one of the alternatives? It seemed a little bit maybe backwards, or it was a little bit unclear to me.

MS. SIEGEL: So what I would suggest is why don't we -- we'll close out the hearing, if no one wants to speak, and then we can have a one-on-one conversation and try to explain that, maybe back at the boards.

Is there anyone who wants to speak?

NEC DEIS Comments - RECORD #852 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Thomas

Last Name : Scherer

Stakeholder Comments/Issues :

Attached are comments from the Town of Old Lyme Conservation Commission regarding NEC Future Alternative 1.

Cathy Frank

Catherine Frank

Executive Assistant, Selectman's Office

860 434 1605, ext. 210

Attachments : Conservation Commission response.pdf (50 kb)



06 February 2016

Via email: breemsnyder@oldlyme-ct.gov; maryjonosal@gmail.com; skip.sibley@yahoo.com

Selectman's Office
Town of Old Lyme

Subject: Comments on NEC Future Alternative 1, Tier 1 Draft Environmental Impact Statement

Dear Selectmen:

One mission of the Town Old Lyme Conservation Commission is to ensure that future development must incorporate protection of natural areas to preserve natural resources, protect drainage ways, provide passive recreation and maintain the scenic character of Old Lyme. The Commission is also charged to ensure that when considering development activity in town, the protection of natural resources should receive the highest priority, overriding the designation of the area for a particular use. Uses are appropriate only if they have no significant adverse impact on natural resources.

The Conservation Commission feels that the NEC Future Alternative 1 threatens the tenets of our stated mission and we would like to join the Selectmen in our opposition to the proposed NEC Future Alternative 1. Please feel free to add the objections of the Old Lyme Conservation Commission to the Comments on NEC Future Alternative 1, Tier 1 Draft Environmental Impact Statement.

Please also add the Old Lyme Conservation Commission's name to the list of organizations requesting that NEC Future Alternative 1 be removed from further consideration.

Sincerely:

Thomas Sherer
Chair - Old Lyme Conservation Commission

NEC DEIS Comments - RECORD #678 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : Bonnie A.

Last Name : Reemsnyder

Stakeholder Comments/Issues :

Attached are comments from the Town of Old Lyme regarding NEC Future Alternative 1:

Cathy Frank

Catherine Frank

Executive Assistant, Selectman's Office

860 434 1605, ext. 210

Attachments :

Comments NEC Future.pdf (3 mb)

Comments NEC Future Cover letter.pdf (519 kb)



TOWN OF OLD LYME

OFFICE OF THE SELECTMEN

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

10 February 2016

Sarah Feinberg
Administrator of the Federal Railroad Administration
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Feinberg:

On 2 February 2016, thirty-five individuals representing more than a dozen local, regional, and statewide organizations gathered at my invitation. This meeting was convened to articulate a number of significant concerns about the Rail Investment Plan for the Northeast Corridor (NEC Future), a plan that could decimate the environmental, historic and cultural resources and integrity of the Town of Old Lyme, Connecticut and other communities along the eastern Connecticut coastline.

There was wholehearted support for upgrades to our nation's passenger rail infrastructure and unquestioning agreement on the need for continued major improvements to eastern Connecticut's existing rail corridor. However, the Federal Railroad Administration's vision for high speed rail notes that this investment should "serve as a catalyst for growth in regional economic productivity and expansion by stimulating domestic manufacturing, promoting local tourism, and driving commercial and residential development," as well as "foster livable urban and rural communities." We concurred that the proposed routing of high speed rail through Old Lyme in Alternative 1 would destroy and detract far more than enhance and promote our historically and environmentally unique community. NEC Alternative 1 will threaten historic and environmental resources that are integral to our economic and social livelihood and quality of life.

We also took note of the project's human cost. The Old Lyme community already absorbs the impact of Interstate 95's noise and vehicular emissions. It is worth noting that the National Register description for Old Lyme's National Historic District ends by noting the "major damage" already suffered from the "four-lane swath" of Interstate 95.

Our emergency resources – a Volunteer Fire Department and Volunteer Ambulance Association – are first responders to I-95 incidents. Local commerce comes to a standstill when re-routed traffic from those incidents descend upon the only two major arteries in the town: Routes 1 and 156. A bridge and rail construction project of the magnitude proposed in Alternative 1 will multiply traffic problems as it inflicts dust, dirt, delays and noise over a period of many years.

First settled in the 1630s, Old Lyme is a community of 7,500 year-round residents with a population that triples in the summer months. Nestled on the banks of the Connecticut River, Old Lyme is a gateway for visitors to southeastern Connecticut and the lower Connecticut River Valley. Old Lyme is a designated *Preserve America* community, earning this national recognition for efforts to protect our heritage and use our historic assets for economic development and community revitalization.

The Connecticut River estuary was named a Wetland of International Importance under the RAMSAR Convention, was identified as one of the 40 "Last Great Places" by the Nature Conservancy, and has American Heritage River and National Blueway River designations granted by the Department of Interior. Under NEC Alternative 1, the proposed construction of a new rail bridge at the mouth of the Connecticut River for dedicated use by high speed trains would significantly compromise the environmental integrity of the estuary.

Old Lyme's historic and cultural legacy would be similarly threatened by NEC Alternative 1. Preliminary plans show the proposed new rail corridor accessing the I-95 right of way by cutting across the Old Lyme Historic District. This district is National Register listed and comprises the community's village center and only commercial area. Designated in 1971, the district acknowledges historic residential, commercial, ecclesiastical, municipal and institutional structures (including Lyme Academy of Fine Arts, the Florence Griswold Museum and the Lyme Art Association). The Florence Griswold House and Museum have National Historic Landmark status.

Given the magnitude and significance of resources in Old Lyme, we are surprised to find our community a focus of the Alternative 1 proposal.

We would expect the collective resources identified above to afford our community significant protections under the National Environmental Policy Act and the National Historic Preservation Act. Yet Alternative 1 makes it clear that these designations and laws are meaningless should the Federal Railroad Administration elect to proceed with Alternative 1.

Our concerns are further elaborated in the attached document.

Sincerely,



Bonnie A. Reemsnyder
First Selectwoman

xc:

James P. Redeker, Commissioner, Connecticut Department of Transportation
U.S. Senator Richard Blumenthal
U.S. Senator Joe Courtney
U.S. Senator Chris Murphy
State Senator Paul Formica
State Senator Art Linares
State Representative Devin Carney

**Comments on NEC Future Alternative 1,
Tier 1 Draft Environmental Impact Statement**

The following comments are submitted in opposition to NEC Future Alternative 1, on behalf of these organizations:

Connecticut River Gateway Commission, Connecticut River Museum, Connecticut Trust for Historic Preservation, Florence Griswold Museum, Lyme Academy College of Fine Arts of the University of New Haven, Lymes' Youth Service Bureau, Lyme Art Association, Lyme-Old Lyme Chamber of Commerce, Mentoring Corps for Community Development, Old Lyme Phoebe Griffin Noyes Library, Old Lyme Land Trust, Old Lyme Historical Society, Roger Tory Peterson Estuary Center of the Connecticut Audubon Society, Town of Old Lyme, Town of Old Lyme Historic District Commission and Town Historian, Town of Old Lyme Open Space Commission

We oppose NEC Future Alternative 1. So severe is the impact on our town that the proposal amounts to a taking of the entire Town of Old Lyme.

We note the following factual inaccuracies and/or omissions in the Tier 1 Draft Environmental Impact Statement:

Summary Table S- 4:

Middlesex County is omitted as a county "with highest potential ecological resource impact." The Connecticut River Estuary borders both New London and Middlesex counties, so this is factually incorrect.

Cultural/Historical Properties: it is unclear if the "143 NRHPs" (National Register of Historic Places) include the 50+ structures in Old Lyme's Historic District within the 1 mile impact zone that predate the year 1900.

The Florence Griswold Museum has NHL (National Historic Landmark) status, is centrally located in the identified impact zone of Alternative 1, but is not listed.

Summary Table S-3:

Geologic Resources: the 3,000 foot wide impact zone will adversely impact drinking water in Old Lyme's Historic District which is served by wells and which includes schools in Regional School District 18, and Lyme Academy College of Fine Arts of the University of New Haven.

Noise and Vibration: the 5,000 foot wide impact zone will encompass the Regional School District 18 schools and the aforementioned college.

We note the following detrimental, i.e. destructive, impacts of NEC Future Alternative 1:

Historical and Archaeological

The Town of Old Lyme in the Connecticut River Valley is a functioning piece of American history that has persevered through centuries of active preservation and stewardship. This history cannot be recreated if destroyed by NEC Future Alternative 1. The proposed industrial corridor is incongruous with the unique historical and cultural value of the area.

Old Lyme is home to prehistoric and historic resources of national significance. Engineering for the industrial corridor required by NEC Future Alternative 1 will be detrimental to archaeological sites of tremendous significance. Ranging in age from 3,000 to 5,000 years old, these sites have been nominated for inclusion on the *National Register of Historic Places*.

Old Lyme is a *Preserve America* community. Since its establishment in 2003, *Preserve America* has recognized communities that protect their heritage, use their historic assets for economic development and community revitalization, and encourage people to experience local historic resources through education and tourism programs. Long pre-dating this significant designation, Old Lyme has worked diligently to steward a unique mix of natural and built resources that are the basis of this community's setting and quality of life.

Old Lyme's Historic District, central in the identified impact zone of NEC Future Alternative 1, has been listed on the National Register of Historic Places since 1971. The Florence Griswold Museum, also in the identified impact zone, has National Historic Landmark status.

The Historic District is home to 80+ properties, including non-profit arts, cultural, youth services and social organizations, residences, regional public schools, Old Lyme Memorial Town Hall and the Old Lyme Phoebe Griffin Noyes Library, and Lyme Academy College of Fine Arts of the University of New Haven campus. Approximately 50 of the structures in the Historic District were either built in the late 19th century, or predate 1900, thus falling well within the State of Connecticut's definition of "historic."

Many of these structures have been sensitively renovated and expanded within the last three decades.

The John Sill House, 1817, located on the Lyme Academy College of Fine Arts property, and immediately in the path of the rail proposal, has been documented by both the Colonial Dames's book, "Old Houses of Connecticut," 1915, the WPA "census of old buildings in Connecticut," 1938 and again in 1985, the Historic American Buildings Survey by the National Park Service. This structure should be evaluated for National Historic Landmark status.

The 1971 National Register nomination was prepared by Old Lyme resident Mrs. John Crosby Brown, then President of the Lyme Historical Society and Florence Griswold Association. It is excerpted below to underscore the integrity and uniqueness of our community in 1971 and equally as evident today:

Statement of Significance:

"Old Lyme is situated at the mouth of the Connecticut River on Long Island Sound, giving it a unique setting with a long and varied shoreline, many tidal marshes, and extensive open land. These very attractions threaten the town with incongruous development. Within the established historic district of Old Lyme, the main street has retained many agreeable characteristics now difficult to find even in historic New England. Nevertheless, the pressures for change in an age when decisions are made without careful evaluation are increasing."

"This is still an area that has staved off the irreparable damage that is removing much that remains of our natural, cultural, and historical background. The town's long awareness of the necessity for strong stewardship for both the historical and environmental aspects of Old Lyme needs strengthening. This is especially so when the destructive forces of accelerated change are all too apparent."

Last paragraph of the Description:

"Route I-95 cuts a four-lane swath through a portion of Lyme Street adjacent to Belcher's John Sill House and only two properties away from his Florence Griswold House. This is the major damage this area has suffered."

Construction of most major rail corridors in the United States predate the National Register program. In Old Lyme, our National Register designation pre-dates the proposed new industrial rail corridor. NEC Future Alternative 1 will severely impact the integrity of our National Register District. What kind of precedent will this establish?

Ironically, 2016 marks the 50th anniversary of the *National Historic Preservation Act* of 1966, far-reaching federal legislation intended to preserve historical and archaeological sites in the United States. If historic designation recognition offers no protection, what are we celebrating with this anniversary?

Cultural

Old Lyme has a cultural heritage which belongs to all Americans. Its national significance is recognized by the federal government through its designation of the Old Lyme Historic District on the *National Register of Historic Places* and the designation of the Florence Griswold House and Museum as a *National Historic Landmark*, a program administered by the National Park Service.

At the turn of the last century, Old Lyme's natural beauty and historic character inspired leading artists from across the country to come to this village where they founded one of the largest and most significant art colonies in America. These artists were devoted to interpreting the special qualities of the Old Lyme region — its estuaries, its coastal light, and its village — in ways that can still be seen by visitors coming to the town today. In fact, the close alignment between the art created here and the natural setting as it exists today is perhaps unique in America. Works created by the Old Lyme artists can be seen in museums throughout the country and the world at large. A landscape painting by the Old Lyme Impressionist painter Willard Metcalf greets visitors to the White House in Washington, D.C.

Old Lyme's art colony eventually gave the town its identity as an arts community, one whose lineage flourishes today through the Florence Griswold Museum, housed in the original boardinghouse of the colony; the Lyme Art Association gallery, where artists have shown their work for over 100 years; and Lyme Academy College of Fine Arts, where the next generation of fine artists are being trained.

NEC Future Alternative 1 will eliminate the entire campus of Lyme Academy College of Fine Arts, accredited by the New England Association of Schools and Colleges (NEASC), the National Association of Schools of Art and Design (NASAD) and the Connecticut Office of Higher Education. Founded in 1976 by noted artist/sculptor Elisabeth Gordon Chandler, Lyme Academy College of Fine Arts became the sixth college of the University of New Haven in 2014. Lyme Academy College of Fine Arts is nationally known as one of the only schools in the nation working in a classically academic tradition of fine art that prepares students for a lifetime of contemporary

creative practice. In addition to degree granting programs, the school also supports a robust series of programs and workshops in the arts for the surrounding communities.

NEC Future Alternative 1 would replace cultural heritage with an industrial corridor that slices through the heart of the Old Lyme Historic District, literally and figuratively dividing the cultural institutions and campuses that serve the public today.

NEC Future Alternative 1 creates an irrevocable fissure which will destroy the legacy and integrity of how the town's natural beauty, cultural assets, and historic character all complement each other for the benefit of the region, and the nation as a whole. The development of an industrial corridor with two to four tracks and associated utilities, fences, and no trespassing zones, along with the proposed expansion of the adjacent Interstate 95, will eliminate these cultural institutions and campuses, never again to be experienced in their natural and historic settings.

Environmental and Ecological

Summary Table S-4 correctly identifies New London County for high potential ecological resource impact from NEC Future Alternative 1, although it fails to name Middlesex County. The Connecticut River connects Middlesex with New London County. The Baldwin Bridge along Interstate Route 95 spans the river at this juncture. Clearly, the installation of a massive bridge structure with longer approaches than currently exist will seriously impact the biodiverse river estuary and ecological balance in the region on both sides of the River and Long Island Sound. The Connecticut River provides 70% of the fresh water that drains into Long Island Sound.

Connecticut River Estuary is the longest and largest river system in New England. The Estuary consists of open water, fresh, salt and brackish tidal wetlands, floodplains, river islands, beaches, and dunes. It provides essential habitat for numerous species and forms a biological corridor linking marine and estuary waters of the Atlantic Ocean. Native birds include 18 species of waterfowl, the Osprey and American Bald Eagle. Scores of others, including migratory Tree Swallows, the Piping Plover, the Sharp-tailed sparrow and the Seaside sparrow, many elusive rail species, and wading and shore bird species nest or migrate here.

The Connecticut River is the only major river in the United States without a port at its mouth. This has resulted in significant recognition by national and international environmental organizations. Designated a *Wetland of International Importance* by the **Ramsar Convention**, the Connecticut River Estuary is one of only 34 U.S. sites among

2,000 so named. The Convention on Wetlands of International Importance is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources.

In the early 1990's, the **Nature Conservancy** included the Connecticut River tidelands on its list of the Western Hemisphere's 40 "*Last Great Places.*" When the **US Fish & Wildlife Service's** National Blueways System was active, the Connecticut River was the first and only designated *National Blueway River* in the country.

The Connecticut River was designated an *American Heritage River* under the **American Heritage Rivers Protection Program** authorized by President Clinton in 1997. The initiative was intended to deliver federal resources more efficiently and effectively in support of community efforts to protect rivers or river segments.

Recognizing the unique ecological value and the fragility of Old Lyme's estuarine marshes, situated as they are at the mouth of the great Connecticut River, as well as the conservation value, scenic beauty and rich history of Old Lyme's other resources-- rare and endangered species, ancient archeological sites, established greenways, unfragmented forest, salt marshes, sites for hazard mitigation, rivers, inland wetlands - the Town of Old Lyme and the Old Lyme Land Trust have been protecting open space and conservation land for 50 years.

Together, the Town and Trust now own almost 2,000 precious acres. This acreage, the product of passion, hard work, and a significant financial investment by individual residents and local taxpayers, among others, was to be a legacy for future generations. Given the small size of Old Lyme and the wide swath that the rail line would cut through it, much of that open acreage stands to be irreparably harmed by NEC Future Alternative 1.

The Town and the Trust could not have accomplished what they have done alone. The State of Connecticut, The Nature Conservancy and, most recently U.S. Fish and Wildlife through its acquisition of the Roger Tory Peterson property as a gateway to the Silvio Conte Fish and Wildlife Refuge, all recognize the critical importance of the lower Connecticut River estuary and the uniqueness of its ecosystem, and have partnered with us, investing significant sums of money, expertise and other support. In fact, they, too, own in fee or protect by easement additional conservation lands that are endangered by the rail proposal.

This is not just about Old Lyme. Two million people live in the river basin that supports active fisheries, tourist facilities and activities. Old Lyme is privileged to house and steward natural resources that are part of ecological systems that span the New England region, from Canada southward.

Tourism and Economic Impact

Unlike the Baldwin Bridge, which carries Interstate 95 over the Connecticut River, and the existing rail bridge, which provides service from stations accessible to Old Lyme commuters and travelers, NEC Future Alternative 1 will fail to support southeastern Connecticut economically in any way. Connecticut will continue to suffer from its reputation as a “drive- through” state and Old Lyme will change from a destination into a place to avoid.

Visitors to our area number one half million each year. Old Lyme is a gateway for those visitors. Annual attendance is currently estimated at: 160,000 (Essex Steam Train and River Boat), 120,000 (Goodspeed Musicals), 72,000 (Florence Griswold Museum) 11,000 (River Quest), 30,000 (Katharine Hepburn Theatre), 28,000 (Ivoryton Playhouse), 70,000 (Gillette Castle State Park), and 25,000 (Connecticut River Museum).

The Florence Griswold Museum, which attracts visitors from around the country, has experienced a 48% rise in attendance over the last decade and welcomed over 72,166 visitors to this region in 2015.

Based on a University of Connecticut economic impact study, the average out-of-state Florence Griswold Museum visitor spends an additional \$479 while in the area. Thus, those out-of-state museum visitors alone currently contribute \$8,622,000 annually to the local tourism-based economy. Under NEC Future Alternative 1, Old Lyme will no longer serve as a gateway, resulting in severe ramifications to tourism in the region and negative economic implications for the town, the region and the state.

Old Lyme’s small commercial district, its fine arts college, three buildings in its regional school system, its Town Hall, Public Library, youth services center, an Historic Landmark museum, nationally recognized art association, two historic inns, 50+ properties of a century-old or more, the Lieutenant River, and the Connecticut River all lie within the impact zone defined in the NEC Future Alternative 1, Tier 1 Draft Environmental Impact Statement.

*Comments on NEC Future Alternative 1, Tier 1 Draft Environmental Impact Statement
February 2016*

Old Lyme will lose its entire – its only – commercial district as well as its main jobs generator: employment in the arts and culture industry. The Town's only grocery store and single pharmacy, all of its banks and the majority of its medical, legal and real estate offices will be severely comprised under NEC Future Alternative 1. With the loss of the small businesses that serve the Old Lyme community's daily needs as well as its primary industry, tax revenue will decline and property values plummet.

The Tier 1 Draft Environmental Impact Statement clearly identifies three (there are actually four) counties in Connecticut for "the highest overall potential ecological resource impacts." All are impacted in NEC Future Alternative 1. Of all of the impacted communities, Old Lyme will be most impacted, with hundreds of feet of industrial steel dividing what is left of its north and south, and no means of crossing the tracks built for high speed rail.

The Tier 1 Draft Environmental Impact Statement clearly identifies impact to ESH (ecologically sensitive habitat), T&E (federally listed threatened and endangered species), and EFH (essential fish habitat). All are part of the Connecticut River Estuary which will be impacted by NEC Future Alternative 1.

We request that NEC Future Alternative 1 be removed from further consideration.

Old Lyme, Connecticut

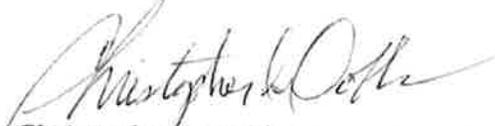
10 February 2016

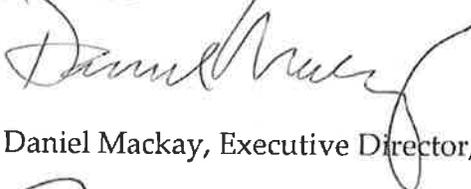
Comments on NEC Future Alternative 1, Tier 1 Draft Environmental Impact Statement
February 2016

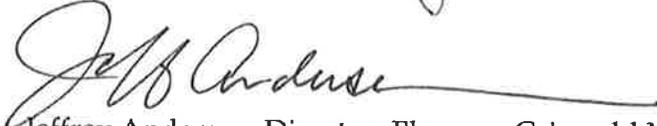
Old Lyme, Connecticut

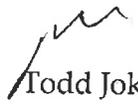
10 February 2016


Peter Cable, Old Lyme delegate, Connecticut River Gateway Commission


Christopher L. Dobbs, Executive Director, Connecticut River Museum


Daniel Mackay, Executive Director, Connecticut Trust for Historic Preservation


Jeffrey Andersen, Director, Florence Griswold Museum


Todd Jokl, Campus Dean, Lyme Academy College of Fine Arts, A College of the
University of New Haven

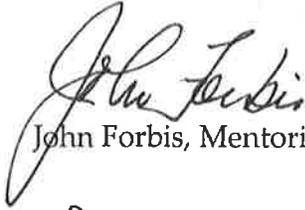

Mary V. Seidner, Director, Lymes' Youth Service Bureau


Gary Parrington, Director of Development, Lyme Art Association

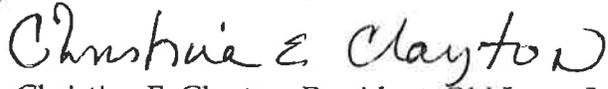
Mark Griswold, President, Lyme-Old Lyme Chamber of Commerce



Comments on NEC Future Alternative 1, Tier 1 Draft Environmental Impact Statement
February 2016



John Forbis, Mentoring Corps for Community Development

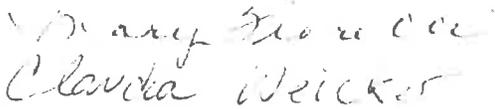


Christina E. Clayton, President, Old Lyme Land Trust

Mark C. Lander, Co-Chair, Old Lyme Historical Society



Mary Fiorelli, Director, Old Lyme Phoebe Griffin Noyes Library



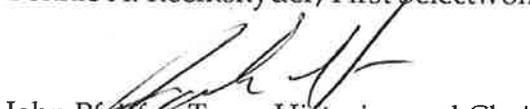
Claudia Weicker, Co-Chair, Roger Tory Peterson Estuary Center of the Connecticut Audubon Society



Eleanor Robinson, Co-Chair, Roger Tory Peterson Estuary Center of the Connecticut Audubon Society



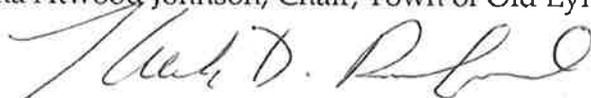
Bonnie A. Reemsnyder, First Selectwoman, Town of Old Lyme



John Pfeiffer, Town Historian and Chair, Town of Old Lyme Historic District Commission



Diana Atwood Johnson, Chair, Town of Old Lyme Open Space Commission



Keith Rosenfeld, Land Use Coordinator, on behalf of Town of Old Lyme Land Use Commissions

Comments on NEC Future Alternative 1, Tier 1 Draft Environmental Impact Statement
February 2016

The Rev Cn Mark K J Robinson, rector

The Rev. Cn. Mark K.J. Robinson, Saint Ann's Parish

EXHIBIT A

CT River Designations from RiverCOG LTE Conservation Plan

www.lcrclandtrustexchange.org

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

February 11, 2016

Re: NEC FUTURE Tier 1 Draft EIS, Alternative 1

To Whom It May Concern:

My name is Joanne DiCamillo, Chairman of the Old Lyme Tree Commission and a former member of the Historic District Commission. I am writing to express my apprehension and opposition to the Tier 1 draft EIS, Alternative 1, for the NEC, the plan to move the path of the existing train tracks in Old Lyme Connecticut to the historic village center.

Old Lyme is a treasure; beloved by its residents, admired by tourists, who appreciate the historical, cultural and ecological attributes that characterize our beautiful town. This plan will significantly impact our way of life and our economy. The busy shopping center, where the post office, grocery store, pharmacy, cleaners and several small businesses are located, is the lifeblood of our community. The Home of American Impressionism-Florence Griswold Museum, Lyme Art Association and Lyme Academy College of Fine Arts are the anchors of a renowned art tradition that distinguish our town and the region. The Old Lyme Inn and the Bee and Thistle Inn are important components of that tradition. Many groups have worked tirelessly over the years to protect and restore these structures and the landscape that surrounds them along with the historic homes and buildings that line our main street.

Rerouting the train tracks will impact the longest river in New England, the 410 mile long Connecticut River and its watershed. Old Lyme lies at the environmentally sensitive mouth of the river where it flows into Long Island Sound. The river and its adjacent tributaries, salt marshes and fresh water wetlands are teeming with wildlife, migratory fish, birds, threatened and endangered species. The islands within it, and the banks beside it provide breeding grounds for nesting birds while natural vegetation helps to prevent erosion. The entire river system has the distinction of being named America's first and only National Blueway and is included in the U. S. Fish and Wildlife Service National Wildlife Refuge System. What happens in this area could have an adverse effect on the entire watershed, and damage the great progress of dedicated conservation groups and individuals within our town and the state to educate and protect wildlife habitat and the environment. The river is an extraordinary place for recreation, utilized by residents and visitors alike, who fish and kayak in the waters and hike, walk, and picnic on its banks. Tourists are drawn to the river to view its awesome beauty year-round. Swallow cruises and eagle trips are a common sight in fall and winter.

When one considers the size, cost and scope of this project, the number of scheduled public hearings in Connecticut was limited and certainly not convenient to the residents of southeastern Connecticut.

I recognize that with the upgrades in the transportation system, travel time will be reduced between the cities of New York and Boston, making travel easier and faster for future commuters. But have you really considered the future of the small communities that lie between them? The savings in time will come at a tremendous cost to our villages, neighborhoods and natural resources.

I urge you to develop a new strategy. Come visit our town, tour the Connecticut River, and listen to our comments before a decision is finalized.

With concern for the heritage, the habitat, the economy and future of the Old Lyme community,
I strongly oppose this plan.

Cc: Senator Chris Murphy

Cc: Senator Richard Blumenthal

Cc: Representative Joe Courtney

Cc: Governor Dannel Malloy

Cc: Sarah Feinberg, Administrator FRA

Cc: **Rebecca Reyes-Alicea, Program Manager NEC Future**

Cc: James D. Redeker, Chairman NE Corridor Commission, Commissioner Connecticut DOT

Cc: CT State Senator Paul Formica

Cc: CT State Representative Devin Carney

Cc: Old Lyme First Selectwoman Bonnie Reemsnyder

NEC DEIS Comments - RECORD #2024 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Ed

Last Name :

Oleksy

Stakeholder Comments/Issues :

I am against Tier 1 , other alternatives make more sense

NEC DEIS Comments - RECORD #38 DETAIL

Status : ██████████
Record Date : 12/3/2015
First Name : Mark
Last Name : Oles
Stakeholder Comments/Issues :

Dear Amtrak,

I appreciate that you are continuing to maintain and make incremental improvements to the NEC, specifically the Harrisburg line. I use your service frequently to get from Lancaster to Philly where I transfer to the airport. I travel frequently, and would like to see service routes expanded, including reopening the Port Road from Harrisburg to Harve de Grace, so we could have direct access to BWI airport and the rail station there.

In an ideal world, I would also like to see through sleeper service brought back to the Pittsburgh train, as this would be a real alternative for me as I frequently travel to Chicago. With the fragile nature of air travel, ORD is frequently a poor choice for flights.

NEC DEIS Comments - RECORD #1562 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Derrick
Last Name : Ollinger
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,
Derrick Ollinger

NEC DEIS Comments - RECORD #3068 DETAIL

Status :

Record Date :

2/17/2016

First Name :

Janet

Last Name :

Olsen

Stakeholder Comments/Issues :

I am vehemently opposed to the railway being moved. This would be devastating to the wildlife and ecology of Old Lyme. I am opposed to Alternative One.

Thank you,

Janet Olsen

Old Lyme resident

NEC DEIS Comments - RECORD #2533 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Kathleen

Last Name : Olsen

Stakeholder Comments/Issues :

Please find a better way that will not impact Old Lyme and the historic areas.

NEC DEIS Comments - RECORD #1192 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Cynthia
Last Name : Olson

Stakeholder Comments/Issues :

Against line running through Old Lyme. Old, historical village- would run right through the town's only HS,MS, public preschool and daycare center.

NEC DEIS Comments - RECORD #1441 DETAIL

Status :

~~Active Comments~~

Record Date :

2/14/2016

First Name :

Matt

Last Name :

Olson

Stakeholder Comments/Issues :

I am very opposed to Alternative 1 of the three high-speed rail-track routes proposed by the Federal Railroad Authority (FRA) in their Northeast Corridor (NEC) Future plan that puts a rail line through the historic area of Old Lyme, CT. This proposed railroad would basically destroy the nature of the town. In addition, the location is very close to the pre-school, middle school, and high school, creating an unnecessary risk to the children.

NEC DEIS Comments - RECORD #783 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : Wendy B.

Last Name : Olsson

Stakeholder Comments/Issues :

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

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

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This proposal would remove 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 already 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.

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

Sincerely,

Wendy B. Olsson

rwolsson@[REDACTED]

[REDACTED] Sulgrave Avenue

Baltimore, MD 21209

NEC DEIS Comments - RECORD #2839 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Brian

Last Name : O'Malley

Stakeholder Comments/Issues :

The Central Maryland Transportation Alliance applauds the NEC Future planning process and encourages all due haste as you work towards making strategic capital investments.

We urge you to consider Baltimore and BWI Airport as locations critical to the economic growth and movement of goods and people along the NEC.

We view rail service connecting the major cities and other activity centers in the NEC as critical to a future that supports continued economic growth, meets rising demand, and supports environmental stewardship. For that reason we support Alternative 2, which "grows the role of rail" in the corridor or Alternative 3, which "transforms the role of rail" in the corridor.

We raise the question why we are studying MagLev with \$28M in federal dollars separately from the NEC Futures effort. It seems to make more sense to consider MagLev among the alternatives for the NEC and evaluate all of them.

NEC DEIS Comments - RECORD #1717 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Sean

Last Name :

O'Marra

Stakeholder Comments/Issues :

I am strongly against your plans to run high speed rail, a financially disastrous investment, through our town, Old Lyme, CT.

We already have rail lines running along the shoreline, and not many take advantage of them now. The new lines, all be it slightly faster, do not pose to solve any transportation problems facing the north east and would do little more than to destroy the landscape along its path.

NEC DEIS Comments - RECORD #1532 DETAIL

Status : [REDACTED]
Record Date : 2/14/2016
First Name : WILLIAM
Last Name : O'MEARA

Stakeholder Comments/Issues :

I am vehemently opposed to adoption of Alternative I which would in effect destroy the Town of Old Lyme, both physically as well as economically. The public school system would abruptly cease. The campus of the University of New Haven branch would be totally destroyed as well as the business district. Surely other alternatives must be adopted. The 30 million expenditure for fact finding is an absolute travesty. I cannot begin to even imagine the planning thought process without even any prior consultation with Town representatives. Shame on you all around!

NEC DEIS Comments - RECORD #2180 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Jeff

Last Name :

Opila

Stakeholder Comments/Issues :

I oppose Alternative 1 of the Northeast Corridor Futures. It would be more beneficial to build a rail way that provides access to Hartford or to preserve the Old Lyme community.

NEC DEIS Comments - RECORD #531 DETAIL

Status : [REDACTED]

Record Date : 2/3/2016

First Name : Frederick

Last Name : Oppelt, Jr.

Stakeholder Comments/Issues :

I hope the proposed rail line is elevated to go over Route 156 and Lyme Street in Old Lyme, CT.

NEC DEIS Comments - RECORD #2681 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Jim

Last Name :

OReilly

Stakeholder Comments/Issues :

NO Sound tunnel, NO ONE in Connecticut wants to go to Long Island. It would overload our infrastructure and provide NO benefits to our state.

NEC DEIS Comments - RECORD #956 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Alan

Last Name : Oresky

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.

Please consider the scrapping of Aternate 3 a matter of the highest priority.

Respectfully,

Alan Oresky
[REDACTED]

Laurel, MD 20707-3031

NEC DEIS Comments - RECORD #3020 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Danielle

Last Name :

Orlando

Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I am highly opposed to Alternative 1 of the Northeast Corridor Futures proposal. It will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Is there anybody else in the room who would like to speak? Great. Okay. Just remember to give us your name and affiliation and --

BILL ORLEANS: I remember.

RUBY SIEGEL: Okay.

BILL ORLEANS: I hadn't planned on speaking. I actually have to leave immediately upon doing so. I have another activity to go to.

I'd like to remind people that there's only a little more -- oh, Bill Orleans. I really have no affiliation to report to you.

RUBY SIEGEL: Self.

BILL ORLEANS: I have no status whatsoever.

I'd like to remind people that it was only a little more than a hundred years ago that there was great popular sentiment in our nation to nationalize the railroads. This was before Amtrak. Unfortunately, not so great support when it was done.

That aside, if you're going to vote, which I won't be giving, I would vote for alternative 3, but I would prefer to have an alternative 4 to really transform the Northeast corridor. And I would add an S to that making it plural corridors with suggestions that there would be connectivity further north than what's presented in alternative 3, and suggestions as to how connections west from the Northeast corridors would be implemented as well. So my vote would be for 3, but I really would prefer to have the option of voting for 4. Good luck.

RUBY SIEGEL: Thank you.

REBECCA REYES-ALICEA: Thank you.

RUBY SIEGEL: Thank you very much.

Great.

NEC DEIS Comments - RECORD #274 DETAIL

Status :

Record Date : 1/25/2016

First Name : Luis

Last Name : Ortiz

Stakeholder Comments/Issues :

Dear Fellow FRA Friends:

I born and grew up in Puerto Rico. In Puerto Rico, a USA Territory in the Caribbean, we lack of mass transportation systems. In the country side where we grew up, the availability of buses to takes to and from home and to everywhere else we were to go, was vital. In that sense, my comment to the NEC Tier 1 EIS is formed. Nowadays, all the existing systems for mass transportation are in poor quality or nonexistent (service, availability, reliability and other characteristics). The recent Urban Train in San Juan, serve to a limited part of the island population. And with the growth of population and expansion to outer of city limits, the mass transportation service turns to be worst. Why I present this overview and how this apply to the NEC and the Tier 1 EIS?

First, the history. The north east rail system (either for cargo or passengers) was a lively and useful system once in past history. This also applies to Puerto Rico. With changes or the overcoming of the industrialization, planes and the car, our eyes were turn out to a more individualistic and maybe faster transportation system. And we abandoned the trains, in either way (cargo and transportation) they serviced us.

Second, the need. The north east, as Puerto Rico, has a large concentration of population for whatever the reason. People that wants to go and come home by reliable, modern, secure transportation systems. At low cost and accessible.

Third, past experience. Whatever was done to the old systems (lack of services, lack of interest, lack of investment, used other services that turned to be more expensive in the long term like cars, airplanes, etc.) made them disappear or turn into a no reliable, no secure system.

Fourth, other rail systems experience. Is living proof in other countries that has survived and maintained and grow rail systems, that they enjoy the benefits that it provides. Healthier and vibrant communities close to the train service. More reliable and relax and enjoyable travel options. Minor environmental damage. More jobs that are sustained by the need of a transportation system. And many other benefits that can be find on any rail service study.

Based on those four points, I want to base my decision to support or comment that is the option three, a newer, better and more reliable system, that gives the North East the support to maintain and grow based on an organized and studied implementation of a better rail system. To implement a restoration process to maintain what is existing that can serve as an alternate to HSR intercity service. Because history will prove that if left behind, our actual rail system (NEC) without new technology and safety (High Speed Rail, Maglev, Safety) not incorporated, it will be the next generations who will suffer the inefficacy of this actual generation to provide the foundation of a greater national rail system. Right now, the USA has everything, great airport facilities, great highway system (again which proves that once abandoned and with no improvements and renewal it will

fail)and great cities are in need of a more connective system as the rail system will provide, that will make transportation and the communities grow into the future.

Please, support a greater rail system that will turn into the transportation greatest improvement for the benefit of the American people.

Sincerely,

Luis R. Ortiz
Senior Rail Systems Engineer, Rails Department, DCS America

[Redacted]
Luis.Ortiz@[Redacted] <mailto:Luis.Ortiz@[Redacted]>

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NEC DEIS Comments - RECORD #1205 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : Tracie
Last Name : Ortoleva

Stakeholder Comments/Issues :

I am directly opposed to Proposal Alt 1, to place new rr tracks in Old Lyme. It is a misguided use of taxpayer money, will affect all aspects of our community, destroy wetlands, affect safety of community! No to this proposal!

12-15-15 NEC-NY

Okay. Number two, Kazem Oryani? Is that close?

MR. ORYANI: Yes.

THE MODERATOR: You can correct it when you introduce yourself.

MR. ORYANI: Oh, of course.

Hi. I'm Kazem Oryani, a private consultant, as well as a member of the public.

First, thank you very much for envisioning and spending money on infrastructure. It's very much needed.

I have two questions, on driving the alternatives, did you consider use of a land use model to see the effect of these alternatives? How land use changes around new corridors would happen?

And related to that is the economic issues. Who is going to be the beneficiaries? And we know in say, the corridor from New York and say Washington, it is doing so well that it competes with airline. But whether the other areas or the other links which goes to the less wealthy areas, and those people who really need to have access to jobs and alternatives, whether that one has been taken into account for drawing of the alternatives.

Thank you very much.

THE MODERATOR: Thank you.

There it goes.

Thank you.

And, again, as I mentioned, we can certainly have conversations about your questions after we finish the testimony.

NEC DEIS Comments - RECORD #1656 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Judith

Last Name :

Orzech

Stakeholder Comments/Issues :

Totally against running the proposed rail line - it destroys the character of the town I own property in!!!!

NEC DEIS Comments - RECORD #2189 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Marsha

Last Name :

Orzech

Stakeholder Comments/Issues :

Dumb,dumber and this proposal the dumbest!!!Cutting through the historic district of Old Lyme, CT would be a travesty, totally unthinkable to any one who knows even a smidgen of the history of this beautiful town!

NEC DEIS Comments - RECORD #303 DETAIL

Status :

Action Completed

Record Date :

1/27/2016

First Name :

Ben

Last Name :

Osborne

Stakeholder Comments/Issues :

My comment is that we should do whatever it takes--tax businesses, raise tolls, reinstitute a gas tax in NJ, whatever--to get more train tracks, more trains, and better service between NJ and NY. ASAP. Please.

Ben Osborne,

Lives in Bloomfield, NJ,

Works in Manhattan

NEC DEIS Comments - RECORD #1073 DETAIL

Status :

Actions Complete

Record Date :

2/12/2016

First Name :

Margaret

Last Name :

O'Shea

Stakeholder Comments/Issues :

Please under no circumstances consider tier 1 which would put train tracks right through the center of beautiful Old Lyme. M O'Shea

Sent from my iPhone

NEC DEIS Comments - RECORD #1058 DETAIL

Status :

Action Complete

Record Date :

2/12/2016

First Name :

Margaret

Last Name :

O'Shea

Stakeholder Comments/Issues :

Tier 1 through the lovely town of Old Lyme is absolutely out of the question. It would ruin one of the most beautiful and historical towns in the country.

NEC DEIS Comments - RECORD #3039 DETAIL

Status :

UNRES

Record Date :

2/16/2016

First Name :

James

Last Name :

Osler

Stakeholder Comments/Issues :

Use other countries technology to build tunnels quickly thats how other Countries have build some great high speed rail recently. I would see the Danbury - Waterbury - Hartford - Worchester - Boston via I-84 and building tunnels in many areas.

NEC DEIS Comments - RECORD #578 DETAIL

Status :

Record Date : 2/7/2016

First Name : Eric

Last Name : Ossmann

Stakeholder Comments/Issues :

It is my understanding that a business proposal has been presented for breaking ground through the town of Old Lyme to establish a railway system. This plan also would utilize eminent domain and compromise the historic district. As a former resident of 28 years this manifests an absurd and grotesque image to my memories of such a beautiful place. Clearly this will also affect property values and force out a high concentration of conservative voters that have assisted in fair and balanced elections in this state. If the current rail system is such a threat to the existing environment , how exactly does breaking more ground on the CT River as it feeds to LI Sound not produce more greenhouse gases through equipment as well as heavy metals into the watershed ? . The town was founded in 1855 and much of its untouched waterways and wetlands are still intact. Perhaps a green and blue way establishment as used in Rhode Island may be in order to protect the wildlife and fragile ecosystem. I implore you to refrain from the forward progress of this plan. If you cannot satisfy this request I will make it a personal mission to contact EVERY media outlet and federal conservation committee to halt construction. Thank you.

NEC DEIS Comments - RECORD #989 DETAIL

Status :

Action Completed

Record Date :

2/11/2016

First Name :

Frank

Last Name :

Ossmann

Stakeholder Comments/Issues :

Please consider my opposition to "Alternative #1". Transportation by rail routing through the southern Connecticut towns would radically impact the environment and character of the towns involved. Many areas are on the historic register and once gone cannot be replaced. This is a shortsighted plan that will be obsolete before it is completed. Alternative 3, although more costly has the vision to bring us into the next century with the foresight for future growth in the Northeast.

NEC DEIS Comments - RECORD #297 DETAIL

Status : ~~Active/Complete~~

Record Date : 1/26/2016

First Name : Marilyn

Last Name : Ossmann

Stakeholder Comments/Issues :

This expenditure is totally unnecessary. To destroy a shore line town is also unnecessary. I am against this venture. This venture will change the S.E. shoreline, destroy it forever, and will also be detrimental to the environment.

NEC DEIS Comments - RECORD #2275 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Gary

Last Name :

Ostapeck

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 #2494 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Gregory

Last Name :

Overend

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 #2244 DETAIL

Status :

Action Completed

Record Date :

2/15/2016

First Name :

Kimberly

Last Name :

Owens

Stakeholder Comments/Issues :

Leave well enough alone!

NEC DEIS Comments - RECORD #2520 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Richard

Last Name :

Overton

Stakeholder Comments/Issues :

I oppose Alt1 of the NEC plan as it will impact negatively both the campus of Lyme Academy and the Old Lyme eco structure. More effective alternatives exist.

NEC DEIS Comments - RECORD #2244 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Kimberly

Last Name : Owens

Stakeholder Comments/Issues :

Leave well enough alone!

NEC DEIS Comments - RECORD #322 DETAIL

Status :

Action Completed

Record Date :

1/27/2016

First Name :

Elizabeth

Last Name :

Owens

Stakeholder Comments/Issues :

I would like to express my strong opposition to the expansion of the Northeast Corridor Passenger Rail Line involving Alternative 3. To place a high speed railway through Garden City would be potentially devastating to its residents and community at large. I strongly urge the FRA to reconsider this proposal.

NEC DEIS Comments - RECORD #2432 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Arieh

Last Name :

Oz

Stakeholder Comments/Issues :

There is nothing which I can compare to the teaching and preserving of the arts. Railway tracks can be relocated at will and sometimes the alternative is better than the original. please reconsider and spare the University.

NEC DEIS Comments - RECORD #2166 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Esther

Last Name :

P

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 #2543 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Darlene

Last Name :

Pacelli

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 #1798 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Adam
Last Name : Pacheco
Stakeholder Comments/Issues :

Any track plan needs to include the CT inner corridor, providing service through New Haven or Bridgeport and Hartford. It would seem to make sense to also have a rail option from Hartford to Providence, RI.

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 feel very strongly that the only sensible presented alternative for rail development is #3, since it is the option that requires the most investment. As a millennial professional living in New York, I am convinced that creating more seamless + affordable transportation options between major metro areas will DRASTICALLY increase the development and growth of the ENTIRE REGION, especially metro areas other than New York, like Philadelphia. I am included among many millennials who would choose to live in a city like Philadelphia were it feasible to easily access opportunities in New York City. With proper rail investment, it would be just as easy to get to Manhattan from Philadelphia as it is to travel from ~~many~~ most neighborhoods in Brooklyn. This alone would TRANSFORM Philadelphia.

Name: Joseph Pacheco
Address: 95 Leonard St Apt 723
Brooklyn NY 11211
Email: joseph.pacheco@~~redacted~~.com



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



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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 #1483 DETAIL

Status :

Not Complete

Record Date :

2/14/2016

First Name :

John B.

Last Name :

Padgett III

Stakeholder Comments/Issues :

This proposal appears to have been drafted with no input from the people who live in the towns that would be directly affected by this change.

NEC Future Alternative 1 creates an irrevocable fissure which will destroy the legacy and integrity of how the town's natural beauty, cultural assets, and historic character all complement each other for the benefit of the region, and the nation as a whole.

We wholly endorse our Congressman Joe Courtney's, and these organizations opposition to alternative 1; Connecticut mRiver Gateway Commission, Connecticut River Museum, Connecticut Trust for Historic Preservation, Florence Griswold Museum, Lyme Academy College of Fine Arts of the University of New Haven, Lymes Youth Service Bureau, Lyme Art Association, Lyme-Old Lyme Chamber of Commerce, Mentoring Corps for Community Development, Old Lyme Phoebe Griffin Noyes Library, Old Lyme Land Trust , Old Lyme Historical Society, Regional School District 18, Roger Tory Peterson Estuary Center of the Connecticut Audubon Society, Town of Old Lyme, Town of Old Lyme Historic District Commission and Town Historian, Town of Old Lyme Open Space Commission.

We request that NEC Future Alternative 1 be removed from further consideration.

MR. PAINTER: My name is Bob Painter. I'm a resident of Hartford. P-a-i-n-t-e-r.

I'm an advocate for Alternative 3, the transformational alternative. But as Toni Gold and the representatives of Old Lyme said, what becomes very difficult in Connecticut is choosing a pathway. People have spoken about the highways that were planned and properties taken and then were not built because of environmental issues and because of local objections to destroying such things as the center of Lyme. So as Toni Gold says, it depends a lot on how it looks on the ground.

So what I really have is a question: Does the Alternative 3, because it's clearly more expensive, a more expensive alternative, does that weigh against it as a possibility? In other words, if we decide to do Alternative 3, will your organization say, "Oh, dear. Well, that's way too much, we can't do it, so the whole project is off the table"?

HEARING OFFICER SIEGEL: I think we can respond to that question probably when we get through the public testimony, but simply, it's only one factor. So maybe that's a simple way to answer that.

Are there any other folks? Did I see another hand? Okay.

NEC DEIS Comments - RECORD #1933 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Helen
Last Name : Pantuso
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

I am a graduate of the University of New Haven. 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 my alma mater!

NEC DEIS Comments - RECORD #2996 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Patrick
Last Name : Foye

Stakeholder Comments/Issues :

February 16, 2016

Thank you for the opportunity to provide comments on the Federal Railroad Administration's NEC Future Tier I Draft Environmental Impact Statement. Attached is a joint comment by Amtrak, NJ Transit, and the Port Authority of NY & NJ. We look forward to continued participation and dialogue in NEC Future process.

Respectfully,

Patrick J. Foye
Executive Director
Port Authority of NY & NJ

Stephen Gardner
Executive Vice President NEC Business Development
Amtrak

Dennis Martin
Interim Executive Director
NJ Transit

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Attachments : NEC DEIS comments 02-16-16 PANYNJ Amtrak NJT.pdf (72 kb)

**JOINT STATEMENT OF AMTRAK, NEW JERSEY TRANSIT, AND THE PORT
AUTHORITY OF NEW YORK AND NEW JERSEY ON THE NEC FUTURE TIER ONE
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

February 16, 2016

Thank you for the opportunity to provide comments on the Federal Railroad Administration's NEC Future Tier I Draft Environmental Impact Statement (DEIS). NEC Future is a milestone initiative that recognizes the stewardship role of the federal government in the management and improvement of a strategic transportation and economic asset. This effort has the potential to mobilize the intergovernmental and public-private partnerships essential to preserving and modernizing the passenger rail services that depend on the Northeast Corridor (NEC).

The NEC between Newark, NJ and New York City serves as the fulcrum for Amtrak NEC and national network services operating east of Chicago and the anchor for metropolitan commuter rail services. Penn Station New York (PSNY) serves approximately 650,000 rail passenger and transit trips per day. Reliable access is vital to maintaining the economic vitality of the region and the entire Northeast.

New Jersey and New York State's elected leadership recognized their role in sustaining this infrastructure when they announced on November 12, 2015 a partnership with the federal government and Amtrak to preserve this critical transportation corridor, and other major pieces of critical infrastructure. New York Governor Andrew M. Cuomo, New Jersey Governor Chris Christie, New York Senator Charles Schumer, and New Jersey Senator Cory Booker joined Amtrak Board Chairman Anthony Coscia to outline a framework under which these entities would establish a Gateway Development Corporation under the Port Authority of New York and New Jersey. The new entity would lead the NY/NJ regional effort to repair critical portions of NEC infrastructure east of Newark Penn Station and leading to PSNY. This framework promises a new level of coordinated planning and investment among the region's transportation agencies, Amtrak, and the federal government to expedite preserving and improving this critical transportation infrastructure. Since the announcement, the partners have been working to put the new entity and its governance structure in place.

A key priority for this partnership effort is to advance the Hudson Tunnel Project, which addresses the imperative to sustain the existing level of commuter rail and intercity passenger service across the Hudson River to and from PSNY. The existing Amtrak tunnels, which serve approximately 200,000 passenger trips per day, are 106 years old and were severely damaged by Superstorm Sandy. Any extended disruption of commuter rail and Amtrak service would have enormous environmental and economic impact in the greater metropolitan area and beyond. This past summer, disruption of rail service via the tunnel for four out of five days in a single week provided a vivid demonstration of the essential role this fragile connection plays in the regional transportation system and a confirmation that the degradation of the system due to Superstorm Sandy's impact continues. The proposed Hudson Tunnel Project scope includes two new tracks in new tubes under the river connected to the existing NEC tracks in New Jersey and the existing

PSNY track and platform complex, with their completion allowing for the two existing rail tubes to be taken off-line in succession for repair. Until this multi-year effort can be completed, current levels of passenger rail service via the existing Hudson Tunnel will remain vulnerable to disruption from continued deterioration and future events such as severe weather (e.g. hurricanes, flooding).

The NEC Future DEIS recognizes the Hudson Tunnel Project as a “Universal First Phase Project”. The Hudson Tunnel Project is, in fact, currently the subject of a separate environmental process led by the Federal Railroad Administration which is urgently going forward in advance of the completion of the NEC Future work.

Another NEC Future Universal First Phase Project is the replacement of the Portal Bridge. Through a recently announced grant from USDOT, early action construction activities are planned to begin shortly.

The States, Amtrak, and federal officials have forged an extraordinary partnership to address the trans-Hudson tunnel crisis and the NEC east of Penn Station Newark and leading to PSNY. We are confident that the Federal Railroad Administration, even while it advances the visionary work of the NEC Future planning process, recognizes these critical needs and will facilitate expeditious approval and priority federal funding and financing participation in the Hudson Tunnel Project and the full build out of a new Portal Bridge.

Our agencies will continue to participate individually in the NEC Future process, but together we urge you to reject the No Action alternative, which will stifle the regional economy and cause significant environmental impact.

Thank you for your consideration.

Patrick J. Foye
Executive Director
Port Authority of NY & NJ

Stephen Gardner
Executive Vice President NEC Business Development
Amtrak

Dennis Martin
Interim Executive Director
NJ Transit

NEC DEIS Comments - RECORD #1935 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

melinda

Last Name :

Papowitz

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 next speaker is Al Papp.

MR. PAPP: Thank you, Ruby, for allowing me to address the NEC future committee this afternoon. Let me introduce myself for those of you who don't know me. I'm Albert L. Papp Junior. I'm immediate past Vice Chair of Legislative Policy and Strategy for the National Association of Railroad Passengers, headquartered in Washington, D.C., and immediate past president of the New Jersey Association of Rail Passengers, about three hundred people that are concerned with New Jersey and New Jersey Transit rail ridership issues.

I'd like to address a few things this evening. We will be submitting written testimony by January the 30th. I do want to commend the NEC Future Study for including the famed fabled bypass around New London, Connecticut. This was a 50 mile bypass originally instituted by the Volpe National Transportation System Center in 1993 in their study to increase speeds between Boston and New York. This 50 mile bypass had five alternative alignments around New London. The bottom line of it all is it would have permitted on existing and new right-of-way a two and a half hour trip time between New York and Boston. So that key line, which again, was shown in one of the first slides we viewed this evening, it was a small line, but it's a very, very key link in incrementally upgrading the existing former New York New Haven and Hartford right-of-way.

About two or three weeks ago a CBS news exclusive was the -- highlighted the -- one of the routes that went through Long Island. And it was like they interviewed people on the street, and for the first time they were made aware of a possible high speed rail right-of-way through Long Island. I'm sure that the Mineola hearing is going to be very animated one. Again, they had no idea that this was one of the alternatives being considered.

So let's look at infrastructure throughout the area. I've looked at all of the alternatives, I've read it, I have the hard copy as well. And one thing that did strike me that was not being considered is the use of joint utility right-of-way.

Again, I've been active in the rail advocacy field since the mid-1950s, during my Air Force career in California in the 1960s, and then continuing here in New Jersey when I returned in 1971.

The one thing that struck me as an example, and this goes back, and some of the rail historians here will note it, there was a Trenton fast line, which was an inner urban line between the city of Newark, where we now reside, and Trenton. Today it is used by public service enterprise high tension wires. That is a straight line basically between Newark and Trenton. It could be used for high speed rail, rather than trying to disrupt communities with placing existing tracks along the existing NEC right-of-way. You're going to meet with great public indignation, and not necessarily a positive reaction if you tell them there'll be trains running through Metuchen or Edison or New Brunswick or Trenton at 200 miles an hour. Better to select alternate right-of-ways that won't necessarily interfere with or impact on local communities.

In that regard, if you have ridden -- I have -- high speed rails in Europe, most countries in Europe, the line is an example between Cologne and Frankfurt was built along the A3 autobahn. They used a joint right-of-way with an already existing high speed road. In Italy, between Florence and Rome, I've ridden in

the cab at -- to 150 miles an hour, this line too parallels an existing Autostrade. And I would -- I would strongly urge that the NEC future consultants take a look at what alternative electric utility and/or road rights-of-way, interstate rights-of-way, turnpike rights-of-way could be used, rather than trying to Siamese a high speed line in with an already existing one.

Again, equipment is going to be of great concern as well. Another speaker had mentioned tilt body equipment. I could go back to the 1950s and look at what the New York New Haven and Hartford proposed, low slung, tilt body, articulated trains. It's always been different north of New York.

I want to commend Governor Florio for mentioning the public-private partnerships, because I think that's really the key to accelerating the implementation of a high speed network.

I do also want to mention that on January 6th Governor Cuomo, a Democrat, governor of New York, suggested a \$3 billion overhaul and renovation of New York Penn Station.

But the key to this all is it wouldn't be done with Amtrak money. It would be a public-private partnership where the state wouldn't have to put very much up. The only public moneys, government moneys that was mentioned was a \$325 million contribution from Washington. But they feel that this could be paid for by commercial enterprises within a rebuilt existing Penn Station, as well as the Moynihan Station. It's a three phase project, Moynihan, existing Penn, and the third would be a connection between the two stations under Eighth Avenue. And along that corridor would be placed many commercial type businesses, and that they would supply enough money to make this happen. On January 7th they announced that there be an RFP, and they expect a return in 90 days. Once construction is started, within two or three years this renovation would be complete.

One final comment. The Texas Central Railroad between -- proposed between Dallas and Houston is being looked at as a turnkey with the Central Railroad of Japan, the J&R Central, doing the complete design, engineering and build. It's a design-build system. It isn't being done by Texas, it's not being done by Washington. It's going to be a turnkey. And they too hope that revenues collected from this high speed train would be sufficient not only for operations -- pay for operations, but also make a giant if not a complete contribution to the physical infrastructure. So certainly let's look at alternative rights-of-way. Let's also look at alternative financing options.

And I thank you very much.

THE MODERATOR: Thank you. Thanks, Al.

NEC DEIS Comments - RECORD #2760 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Frank

Last Name : Pappalardo

Stakeholder Comments/Issues :

Alternative 1 is a disastrous option and would destroy the town of Old Lyme. I believe it is poorly conceived and was prepared without any input from the communities it would affect. I am vehemently oppose to Alternate 1

NEC DEIS Comments - RECORD #333 DETAIL

Status : [REDACTED]
Record Date : 1/27/2016
First Name : Brian
Last Name : Paradine
Stakeholder Comments/Issues :

We recognize the need for improved rail transportation on Lon Island, especially when the link to the East side of Manhattan comes to fruition. We also understand the third track along the main line from Floral Park is necessary to handle the expected rail traffic. But a rail line through Garden City, Eisenhower Park , Westbury and Levittown is unimaginable. It would tear the fabric of suburban L.I. life and change the way of life for not only those towns where a projected line might pass but the entire Island. Please take this option off the table.

NEC DEIS Comments - RECORD #1649 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Angela

Last Name :

Paradis

Stakeholder Comments/Issues :

Old Lyme and the many historic buildings are a treasure to Connecticut's shoreline. Please respectfully reconsider running a train line through this quaint community, which has many tourist destinations. Thank you.

NEC DEIS Comments - RECORD #1114 DETAIL

Status : ██████████
Record Date : 2/12/2016
First Name : Edward
Last Name : Parberry

Stakeholder Comments/Issues :

Please seek and follow the advice of our Congressman, Joe Courtney, in pursuing your program, NEC FUTURE. He knows better than most how to make progress with the least adverse side effects.

NEC DEIS Comments - RECORD #2245 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Tony
Last Name : Parillo
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 #1770 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

EUNA

Last Name :

PARK

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 #1516 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Ann

Last Name :

Parkinson

Stakeholder Comments/Issues :

I can,t begin to understand how consideration would be given to the tier 1 environmental impact statement. first it would destroy a outstanding historic district that includes the Florence Griswold Museum, the Lyme Art Academy,and man y historic houses. As I see it no thought was given to this plan It kid as though some bureaucrat was tod to create a plan without doing their homework. I am also stunned by the lack of information given out earlier. It as though was to get it by those effected before they could do anything about it.

NEC DEIS Comments - RECORD #2364 DETAIL

Status : Action Complete

Record Date : 2/15/2016

First Name : Melissa

Last Name : Parks

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 #1403 DETAIL

Status :

Notion Complete

Record Date :

2/14/2016

First Name :

Kathryn

Last Name :

Parmelee

Stakeholder Comments/Issues :

Seems really absurd to go through an Historic District. .can't imagine what would make that feasible option..

NEC DEIS Comments - RECORD #934 DETAIL

Status : Action Completed

Record Date : 2/11/2016

First Name : Susan

Last Name : Parodi

Stakeholder Comments/Issues :

This will devastate our landscape and conservation efforts of a historically and environmentally rich town. The impact will be far reaching and vehemently opposed. This is an outrage to even propose to construct this through our community, through the our nature preserves. People have worked hard for many years to preserve the integrity of our community, please do not devastate us.

The next speaker is Carl Ferrara.

Carl.

MR. PERRARA: Hi. My name is Carl Ferrara. I'm a member of the Queens Public Transit Committee.

We recently learned about the NEC project just only a few days ago. And right now we're reviewing it and we'll try to submit comments by the end of the month.

But what we're sort of in favor of -- of something similar to Alternative 3 but we want to make some better recommendations to improve upon it and to have less community opposition. There are other routes that could be taken to connect the communities to get them -- we're looking at it. We'll try to have comments by the end of the month.

Thank you.

THE MODERATOR: Well, thank you very much, Carl.

And this is a good time just to remind everybody that you have until January 30th to submit your comments so it's a good thing to keep in mind.

All right.

Carl, was very speedy.

NEC DEIS Comments - RECORD #2099 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Rebecca

Last Name :

Parry

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 #2505 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Amanda
Last Name : Pasay
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 endanger the federally protected areas of the Connecticut River Estuary.

NEC DEIS Comments - RECORD #2975 DETAIL

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

It's difficult to comment intelligently without a detail map and sufficient time to analyze the cost benefit of such a plan. As a resident of Milford with a sailboat docked in the harbor any change that would severely alter the Milford way of life of peace and quiet of a rural pastoral town and thereby lose the value in our homes is unacceptable

NEC DEIS Comments - RECORD #2935 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Robert
Last Name : Passoni

Stakeholder Comments/Issues :

NO, NO, NO, NOT WITHOUT APPROVAL OF THE RESIDENTS OF THE CITIES AND TOWNS AFFECTED BY THIS EXPENSIVE AND SENSELESS PLAN. A PLAN THAT WILL ONLY SHORTEN THE TRIP TIME FROM D.C. TO BOSTON BY 1/2 HOUR?? WHAT AN INCREDIBLE WASTE OF TAX PAYER \$\$\$\$\$\$\$\$\$\$.

NEC DEIS Comments - RECORD #1526 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Kathleen

Last Name :

Pastel

Stakeholder Comments/Issues :

As properties owners in old Lyme we are outraged that the FRA has proceeded on this proposal in a rather secretive matter. The idea of building a rail road thru this historic,environmentaly sensitive region is nothing short of outrageous..ALtenative one should be taken off the table.

NEC DEIS Comments - RECORD #524 DETAIL

Status : [REDACTED]

Record Date : 2/3/2016

First Name : Anthony

Last Name : Patelunas

Stakeholder Comments/Issues :

The railway from Hartford to Providence via Storrs, CT is essential to the growth of eastern CT. The University of Connecticut is a premiere public research institution with campuses in Storrs, Hartford, and Farmington. By providing easy public transportation between Providence and Hartford via Storrs, a stronger link can be made between major research centers which will drive innovation and business growth in eastern ct.

NEC DEIS Comments - RECORD #1851 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Raghavender reddy
Last Name : Patlolla
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 #1052 DETAIL

Status : [REDACTED]
Record Date : 2/12/2016
First Name : Jo Anna
Last Name : Lutmerding
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,
Jo Anna Lutmerding
Supervisory Biologist / Encounter Data Manager
Bird Banding Laboratory
Patuxent Wildlife Research Center
12100 Beech Forest Rd
Laurel, MD 20708
301-497-5940
jlutmerding@usgs.gov

NEC DEIS Comments - RECORD #2358 DETAIL

Status :

Not Complete

Record Date :

2/15/2016

First Name :

Marie

Last Name :

Paulis

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 believe alternative routes would make more sense and be less intrusive on existing infrastructure.

NEC DEIS Comments - RECORD #566 DETAIL

Status : [REDACTED]

Record Date : 2/5/2016

First Name : Barney

Last Name : Heath

Stakeholder Comments/Issues :

NEC FUTURE

U.S. DOT Federal Railroad Administration

Attn: Rebecca Reyes-Alicea

One Bowling Green, Suite 429

New York, NY 10004

Please see attached comments from the cities of Pawtucket and Central Falls, Rhode Island.

Barney S. Heath, Director

Department of Planning & Redevelopment

City of Pawtucket

137 Roosevelt Avenue

Pawtucket, RI 02860

(401) 728-0500, ext. 440

[cid:image001.png@01D0AFEC.73A2DBE0]

Attachments : NECFutureComment.pdf (233 kb)



City of Pawtucket Mayor's Office



City of Central Falls Mayor's Office

February 4, 2016

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

SUBJECT: Tier 1 Draft EIS – Alternatives Report

Dear Ms. Reyes-Alicea:

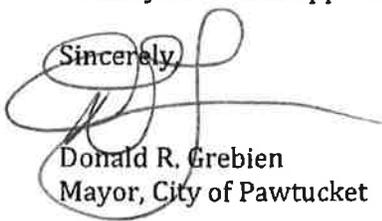
We are writing with respect to the recent Tier 1 Draft EIS Alternatives Report for the Northeast Corridor Future.

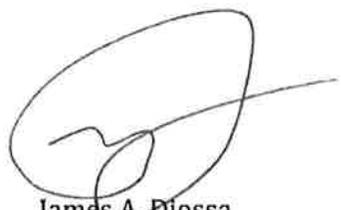
As the Mayors of the City of Pawtucket (population 71,246) and Central Falls, RI (population 19,328) and representing a community that has invested a substantial amount of time, energy and resources in efforts to establish a commuter rail station on the NEC, we would ask that the following comments be taken into consideration:

- Table 7 NEC Population Forecasts does not accurately reflect the Providence MSA catchment area, which has a population of 1,609,000 (2014 U.S. Census).
- Table 8 NEC Employment Forecasts does not square with the November 2015 Bureau of Labor Statistics for the Providence MSA, which has the Providence MSA at 649,000 jobs.
- Providence, and by extension Pawtucket and Central Falls, should be, for the population and employment levels to be served, the preferred high-speed route for the Northeast Corridor Future Rail Investment.

Thank you for this opportunity to comment.

Sincerely,


Donald R. Grebien
Mayor, City of Pawtucket


James A. DiOSSa
Mayor, City of Central Falls

CC: Steve Devine, Rhode Island Department of Transportation

NEC DEIS Comments - RECORD #671 DETAIL

Status :

Action Complete

Record Date :

2/10/2016

First Name :

Priscilla

Last Name :

Pazzano

Stakeholder Comments/Issues :

I travel from BWI to NYP frequently and am fairly satisfied with the service. However, the trains are often late. There also has to be a better way of boarding trains at NYP other than the mad rush. This is stressful and shouldn't be necessary. I support funding all improvements to the NEC and am willing to have my tax dollars support these improvements.

NEC DEIS Comments - RECORD #431 DETAIL

Status :

Not Complete

Record Date :

1/31/2016

First Name :

Bruce

Last Name :

Pearce

Stakeholder Comments/Issues :

I would like to see a map of Old Lyme showing where the pusposed rail line ran through town.

B. W. Pearce

NEC DEIS Comments - RECORD #1915 DETAIL

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

As a former member of the Board of Trustees of the Lyme Academy College of Art, an artist and a long time teacher of art (in Pennsylvania and Connecticut), I am writing to express my concern and opposition to any plan which would necessitate running railway tracks near or through the Academy grounds. I believe something of this nature is part of what is referred to as "Alternative 1" of the FRA's NE Corridor Futures proposal. I am opposed to this plan.

Thank you for your consideration

NEC DEIS Comments - RECORD #2148 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Pauline

Last Name :

Pecka

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 #1110 DETAIL

Status :

[REDACTED]

Record Date :

2/12/2016

First Name :

Ocean

Last Name :

Pellett

Stakeholder Comments/Issues :

No plan that cuts through a historic district is acceptable in my book. I am especially concerned about a plan that would cut through Old Lyme CT; a small historic town on CT's eastern shore. Tracks already go south of town, if you want to add another track next to the existing track that is a more reasonable plan in my mind; destroying a historic district is not good for the town, the state or the railroad.

NEC DEIS Comments - RECORD #83 DETAIL

Status : ██████████
Record Date : 12/22/2015
First Name : Joe
Last Name : Pelliccia

Stakeholder Comments/Issues :

I would like to support alternative 3 for future rail travel. Funding this (by an increased gas tax) meets not only climate control goals but will also stimulate economic development in this region. Do it now!!!
Joseph and Patricia Pelliccia Auburn Maine

Sent from Yahoo Mail on Android

NEC DEIS Comments - RECORD #1289 DETAIL

Status : [REDACTED]
Record Date : 2/14/2016
First Name : Christian
Last Name : Peltenburg-Brechneff
Stakeholder Comments/Issues :

This proposal even though much needed is cruel to the Lyme community and would be very destructive to life in this historical town. There has to be a better plan. Please

NEC DEIS Comments - RECORD #1168 DETAIL

Status :

[REDACTED]

Record Date :

2/13/2016

First Name :

Thomas

Last Name :

Penfield

Stakeholder Comments/Issues :

Alt.# 1 would destroy a very large portion of the historical value of our town. Highly opposed to this alternative. Highly in favor of upgrades to NE corridor rail without historic demolition.

NEC DEIS Comments - RECORD #2389 DETAIL

Status : 
Record Date : 2/15/2016
First Name : Marilyn Jordan
Last Name : Taylor
Stakeholder Comments/Issues :

From: Karyn Tufarolo [mailto:tufarolo@design.upenn.edu]
Sent: Monday, February 15, 2016 6:17 PM
To: Reyes-Alicea, Rebecca (FRA)
Cc: Marilyn Jordan Taylor; yaro@rpa.org; Kait Ellis
Subject: School of Design, Univ of Pennsylvania, Comment Ltr to FRA

Dear Rebecca Reyes-Alicea:

On behalf of the Dean's Office at the School of Design at the University of Pennsylvania, I am providing the attached letter to you.

Dean Taylor, along with Professor of Practice Bob Yaro and his seminar students, have prepared comments for you in response to the Draft EIS for Rail in the Northeast Corridor. I hope that their insights are productive in your process. All of us at PennDesign thank you for this opportunity to provide comments on the Tier 1 DEIS and offer our support as plans for the Northeast Corridor progress.

Thank you,

Karyn

Karyn Tufarolo
Associate Director for Faculty Affairs
PennDesign
University of Pennsylvania
tufarolo@design.upenn.edu<mailto:tufarolo@design.upenn.edu>
215.573.4123
[cid:image001.png@01CDC0EB.5FB075E0]

Attachments : PennDesign Comments on the Draft NEC Future Report_021516.pdf (236 kb)



Marilyn Jordan Taylor
Dean and Paley Professor

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

February 15, 2016

Dear Ms. Reyes-Alicea:

Thank you for the opportunity to comment on the Draft NEC Future Report.

First of all, we would like to thank you, your colleagues at FRA and your consultants for the fine work you have done in developing this Draft Master Plan and Tier 1 EIS. Improving and transforming the Northeast Rail Corridor (NEC) has been of enormous interest to us for many years. As you may recall, PennDesign initiated discussions of NEC high-speed rail with our 2010 report on this subject, *Making High Speed Rail Work in the Northeast Corridor*, which was presented to Vice President Biden, the FRA Administrator and other senior administration officials and congressional leaders at the White House in the summer of 2010.

We strongly urge that the investments proposed under Alternatives 1 and 2 to bring the whole corridor to a state of good repair and eliminate bottlenecks should be recommended in the Final NEC Future Master document. In addition, we believe that the Alternative 3 investments in both the NY-DC and NY-Boston sections, which would create world-class HSR the length of the corridor, should be recommended in the Final Master Plan and Tier 1 EIS. This will provide the broadest Tier 1 "envelope" within which future planning and development can proceed for transformational investments in the entire NEC.

In 2004, PennDesign identified the emergence of 11 megaregions across the United States and proposed that high-speed rail (HSR) links be built as the mode of choice in several of these places to promote economic synergies between their component metropolitan areas. We have been pleased to see USDOT incorporate this megaregion framework into its own strategic planning for the future of America's transportation system.

Since then PennDesign has also completed several additional reports on the economic benefits that improvements in the NEC would provide to the Northeast Megaregion based on intensive research into the experience that European and Asian megaregions have had in making comparable investments in high-speed rail, and other higher-speed and high speed commuter and inter-city rail services. Continuing this tradition, this spring second year planning students at PennDesign have analyzed the NEC Future DEIS and have contributed to the comments in this letter.

102 Meyerson Hall 210 South 34th Street Philadelphia, PA 19104-6311
215.898.3425 mjtaylor@design.upenn.edu
www.design.upenn.edu

UNIVERSITY of PENNSYLVANIA

The upshot from all of this work is that we strongly urge that investments in the NEC be planned and evaluated as much for their transformational economic development benefits as for their transportation benefits. Our research on Northeast rail improvements and comparable projects in other megaregions around the world over the past dozen years leads us to believe that a bold investment in world-class high-speed rail and improved conventional inter-city and commuter rail service in the NEC would have a transformational impact on the economic competitiveness, quality of life and mobility for more than 50 million residents of the Northeast Megaregion. We also believe that development of high-speed rail and improved inter-city and commuter rail in the NEC would provide a foundation for the Northeast's continued growth and prosperity through the 21st century. For this reason we have a special interest in seeing that NEC Future advances the opportunity to accelerate investments in the NEC that lead to high-speed intercity and commuter rail service, as well as improved conventional intercity and commuter rail service for the entire Boston - Washington corridor.

We believe that the experience of the UK's HS2 high-speed rail line between London and Manchester is especially relevant to planning for the NEC. Both projects are approximately 475 miles in length and serve comparable populations and economies. In 2010 we brought our NEC studio (and a team of advisors including then USDOT Assistant Secretary Polly Trottenberg and FRA Deputy Administrator Karen Rae) to London to meet with high level decision makers, including UK Transport Secretary Lord Anthony Adonis, during the week the decision was made to proceed with this \$65 billion project. The planning rationale for this project was based both on its direct transportation benefits and for its ability to transform the economy of the Midlands and North of England regions, by strengthening their economic links to London and the Southeast.

We believe similar benefits would be experienced in the Northeast Megaregion, where HSR and improved inter-city and commuter rail services would create significant agglomeration effects, and integrate labor and housing markets across the Northeast. If this investment were made, weak market cities like Baltimore, New Haven and Providence would be brought into the economic orbit of strong market cities, including Boston, New York and DC, to the benefit of all. We understand that these benefits are not easily modeled, but nonetheless they should be estimated and incorporated into the NEC Future analysis and its assessment of benefit streams that would result from investments in the NEC.

We have additional comments on the draft document, which are summarized below:

Economic development

The DEIS states that economic growth is dependent upon connectivity and access to large and diversified labor markets (agglomeration economies). These two things – connectivity and agglomeration economies – provide greater accessibility for workers, employers, and non-business travelers to larger and diversified markets and commercial and leisure centers, as well as potential for development around stations. As noted above, cities all over the world, such as London and Tokyo, have experienced explosive productivity and synergistic development from significant rail investment that has launched them onto the global stage. With the right investments in NEC rail the Northeast Megaregion now has an historic opportunity to achieve

similar benefits. For this reason, consideration of the broader regional and local economic benefits that rail investments could produce should be at the heart of the NEC Future analysis.

There are ways that the DEIS could integrate the economic development benefits into the range of alternatives as they move forward. In particular, there must be mention of the struggling small- to medium-sized markets that stand to gain the most from the from previously unprecedented connectivity and agglomeration economies that robust investments in the corridor would achieve. These benefit extend not only to underperforming cities on the corridor such as Baltimore, Bridgeport and New Haven, but within an hour's travel time of the project, such as Harrisburg. (And other struggling mid-sized cities and regions, such as Hartford and eastern Long Island, could be brought into the NEC corridor and its benefit streams if alignments were chosen that would serve these markets.) Regional equity is an important benefit of spreading infrastructure investment to slow growth or declining cities. In particular, Alternative 3 suffers the most from omitting economic development when so much could be gained, and has been gained in other high-speed rail projects across the world.

We urge that you review the extensive international research documenting the benefits of HSR and higher speed commuter rail on similar places, including Sir Peter Hall's monographs on the benefits that higher-speed commuter service had for more than a score of second tier UK cities brought within an hour travel time of London. (Sir Peter participated in several UPenn NEC research projects, until his death in 2014.)

Fares

For the Tier 1 DEIS, fares are used mostly as a placeholder since the level of analysis is zoomed out. However, some important decisions are made about fare calculation that affect the viability of the alternatives, and therefore the evaluation process. There are steps that the DEIS can take to tweak these assumptions into a more reasonable place.

The Tier 1 DEIS assumes that fares for any rail system other than the No Build scenario will have fares that are 30% lower than current Amtrak fares (which they note are too high to be competitive). As it is understood that fares can play a decisive role in mode choice behavior for the average user, the results of this assumption play a serious role. Therefore, we make two recommendations for fares: first, to explicitly commit to a fare structure that would maximize ridership within each alternative; and second, to assess the benefits that integrated fare media would create, in which inter-city, commuter rail and local transit fare media would be completely integrated across the Northeast, in much the same way that EZ-Pass has integrated toll collection from Maine to Maryland. Intuitive user systems, such as the Oyster Card in London or the Clipper Card in the San Francisco Bay area, integrate fares across different systems. Shared fare systems not only speak to user experience, but also the project's larger goal of integration across the entire corridor.

With regard to pricing, other international high-speed rail systems, such as the AVE line (high-speed rail) in Spain, provide a wide range of ticket and "class" options for their customers. Amongst the business class options, fares are less than \$50, making comfortable travel well within the means of many. Japan's Shinkansen HSR trains and other international HSR systems have three or more classes of service on every train, in much the same way that airlines price

seats. While first and business class passengers pay more for additional services and amenities, most of the passengers on these services have coach seats providing minimal comfort but the same reliable service and reduced travel times. In addition, many of these users have daily weekly or monthly fare cards that allow for unreserved seating, increasing the convenience to frequent users of these systems. We believe that creating similar fare systems in the NEC, designed to maximize ridership, convenience and economic returns on the investment should be incorporated into the DEIS ridership forecasts.

Ridership Model

The ridership forecasts for 2040 for the no-build scenario and the action alternatives are integral to any evaluation. However, the forecasts for Alternative 3 are surprisingly low, showing only a marginal improvement from a scenario without high-speed rail. High-speed service would provide fundamental service differences related to speed, capacity, and additional connections to key hubs. There are three main assumptions that pose significant challenges to the forecasts, especially for Alternative 3.

Conservatism leads to inaccuracy

One of the faulty assumptions in the ridership model was the forecasts' attempts to remain "conservative," which has enormous impacts on these forecasts:

- The authors should consider potential boosts in ridership as a result of improved connectivity between Regional and Intercity services
- The authors should consider interrelatedness between the rail improvements, changes in travel patterns, and economic development.
- Induced demand. Other HSR and high-speed commuter services have experienced dramatic increases in induced demand, often way above ridership forecasts prepared before these services were introduced. We believe that there would be similar significant increases in demand for improved NEC services if they were created here. These should be incorporated into ridership forecasts for Alternative 3 services.

These are crucial points, especially for Alternative 3, which maximizes these conditions and therefore, ridership.

Misleading survey proxies

The ridership model utilized a survey to gauge users' responses to the action alternatives. However, several proxies were misleading, and therefore question, if not nullify, their results:

- *Defining high-speed rail:* participants were told that the high-speed rail proposed in Alternative 3 is comparable to the existing Acela line. This is problematic because the Acela train operates at speeds much lower than that of the high-speed service proposed in Alternative 3. The difference is one of seventy miles per hour in maximum speed. This makes it less likely for participants to say that they would switch to Alternative 3, therefore underestimating the line's potential ridership base.
- *Survey design:* the authors note that the stated preference portion of the survey may not cover a wide enough range of service characteristics in the questionnaire to induce mode-switching. According to traditional utility models, Alternative 3's high-speed

rail proposal provides the greatest utility compared to other alternatives, again underestimating the benefits of Alternative 3.

Frequency saturation

In the mode choice section of the ridership model, the authors define a saturation point – referred to as "Dampened Function of Frequency" – of fifty trains a day, stating that frequencies greater than that decrease in importance in determining mode choice. The rationale that the authors provide is that this transformation in the model induces the best model fit with existing and past information. Again, this provision disproportionately impacts Alternative 3, as it proposes the highest number of trains per day.

Unlike the two previous flaws in the ridership model, the reliance on the saturation point may be justified (as per logit models and other mode choice models) that yield marginal benefits with increases as you approach infinity. That said, it is the reliance upon past or existing information as a means to fit the model that is faulty: the types of service and improvements in Alternative 3 would introduce a level of service new to the megaregion. This means that fitting the saturation point to an incongruous past does not adequately reflect a reality where Alternative 3 exists.

Cost Estimates

The cost estimates for this project – and its three action alternatives – are understandably high, but we find that the estimates skyrocket past what costs in similar projects have incurred in other countries, or even for comparable projects in the US, such as the California HSR project. Part of this comes from the phasing plan, which plans implementation over twenty or more years. Phasing the project this way balloons to the cost estimates by losing efficiency of scale in construction, significantly increasing the contingency costs, and adding to the risk of the project. Additionally, the benefits – which will make this project many times worth the costs – are highly discounted when pushed back twenty or more years. Costs are essential to understanding and evaluating alternatives, and getting these lower – and more accurate to the benefits that each scenario produces – can be done with a less drawn-out phasing plan.

Phasing and Alignments

The Tier 2 EIS and investments in the NY-DC section can proceed more rapidly simply because there is broad agreement on what the alignment should be --since it is largely in the existing right-of-way. But a more detailed investigation of preferred alignments for the NY-Boston segment should also be conducted by FRA following a ROD on the NEC Future Tier 1 Master Plan and EIS.

The final NEC Future report and ROD should support Alternative 3 investments in both the New York - Washington and New York - Boston sections of the NEC. This will provide the broadest Tier 1 "envelope" within which future planning and development can proceed for transformational investments in the entire NEC.

However, before selecting a preferred alignment for the NY-Boston section of the NEC further analysis of the alternative alignments should be conducted to determine:

a) what the impacts of placing two dedicated HSR tracks would be on commuter rail service in the New Haven Line section of the corridor;

b) what the benefits, costs and environmental and community impacts of the alternative alignments between New York and New Haven, and New Haven and Boston would be; and c) which of the three alternative alignments between New York City and New Haven (the existing New Haven Line, the proposed Long Island / Long Island Sound Tunnel corridor, and the Danbury / Waterbury corridor, would provide the greatest transportation and economic development benefits, and have the least impact on the environment, communities and existing rail services.

We believe that this more detailed analysis will confirm the merits of the Long Island / Long Island Sound Tunnel alternative (which was originally proposed by PennDesign in 2010) over the others, but await further analysis of its costs and benefits to confirm this belief. This investment should be accompanied by strategic investments in the Hell Gate to New Haven corridor to add capacity, reliability and reduced travel time in this section of the NEC. We also believe that the proposed inland route from New Haven to Hartford and then to Providence would be preferable to the coastal route, because of the benefits it will provide to greater Hartford and because of the serious resilience and other concerns associated with the coastal route. This "Figure 8" service was first proposed in our 2010 report, *Making High-Speed Rail Work in the Northeast Corridor*.

We also share the concerns being expressed by Connecticut Shoreline East communities about the severe adverse impact that adding tracks and service would have on the important historic and environmental resources found in the coastal corridor between New Haven and Stonington. This section of the NEC (as well as the proposed inland alternative corridor proposed for this area in the Draft NEC Future document) includes several National Register districts, National and State Wildlife Refuges, dozens of state and local conservation areas and thousands of acres of inland and coastal wetlands and wildfowl habitat that would be adversely affected by the addition of new tracks and other measures in this corridor. We are also concerned that this route will be susceptible to more frequent flooding and erosion as sea levels rise and other effects of climate change increase. These concerns add to our belief that it would be far preferable for the NEC improvements to run from New Haven to Hartford and then on to Providence.

For all these reasons, we believe that additional economic, environmental and transportation service analyses will be required before we have all of the information needed to make a final decision about the best alignment for this section of the New Haven - Boston section of the NEC.

We are also aware that it has been suggested that advancing HSR and other improvements in the NY-DC portion of the NEC should be a higher priority because of the existing strong rail market in this end of the corridor. We disagree, and instead we strongly believe that investing in, and advancing HSR service in the NY - Boston section of the corridor will be equally important since it would have the potential to transform the economies of the New England states, and several economically distressed second-tier cities, including Bridgeport, New Haven, Hartford and Providence. HSR and improved inter-city and commuter rail service in the corridor and branch lines (including Connecticut's branch lines serving Danbury and Waterbury, and other branch lines linking Springfield, Brattleboro, Worcester and Portland into

Marilyn Jordan Taylor
Dean and Paley Professor

the NEC) would pull these places into the metropolitan labor and housing markets of both NY and Boston, and also promote synergies between the economies of these smaller cities.

For this reason we believe that a more detailed assessment of the alternative alignments in the NY- Boston section of the NEC should become a high priority for FRA once a Record of Decision has been achieved for the Tier 1 process. And then improvements in the NY - Boston section of the corridor should be initiated simultaneously with investments in the NY - Washington section of the corridor. This will also help shorten construction periods for the whole project, which will also help reduce the project's overall cost.

Conclusion

The Tier 1 DEIS has taken the first, very important step in the process of envisioning the future of the Northeast Corridor and the role of rail in its economic vitality. We understand NEPA's required conservatism and its inflexible and inappropriate framework, but this analysis needs to be more robust and aimed at helping the region achieve its full potential, not just a small step to achieve good repair and good services with today's technologies. The possible benefits of this project – which could transform the lives and livelihoods of millions of Northeast residents for generations to come – must be included in the analysis. We thank you again for this opportunity to provide comments on the Tier 1 DEIS and offer our sincerest support as plans for the Northeast Corridor progress.

Sincerely,



Marilyn Jordan Taylor, Dean and Paley Professor



Robert D. Yaro, Professor of Practice

2016 Megaproject Seminar, School of Design, University of Pennsylvania:

Lucia Artavia
Guanggo Gao
Evan Lieu
Jared Patten
Diwen Shen
Jacqueline Slaby

Laura Byer
Shayda Haghoo
Benjamin Nathan
George Shieferdecker
Alma Siulagi
Kristina Yang



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA

OFFICE OF
SECRETARY OF TRANSPORTATION

February 1, 2016

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

Re: Comments on the Tier 1 DEIS/Section 106
Programmatic Agreement (November 2015) for
NEC Future

Dear Ms. Reyes-Alicea:

The Pennsylvania Department of Transportation would like to thank the Federal Railroad Administration for the opportunity to review the Tier 1 DEIS for NEC Future. Enclosed with this letter, I have included a two-page table containing our comments from our detailed review. In addition, I would like to provide some overall observations for consideration.

The No Build Alternative is not a prudent alternative. In fact, the No Build Alternative has essentially been the operating model on the NEC which has allowed the overall system to enter in to the state of disrepair in which it currently exists. The Build Alternatives (1-3) considered within the DEIS clearly would all bring improved service along the NEC with varying degrees of impacts to both the social and natural environment. The most important project need identified brings the NEC in to a state of good repair. Before extensive efforts (time and money) are expended to grow and transform the system beyond the base line, state of good repair projects should take priority.

In addition, as a member of the NEC Commission, a five year plan was just recently released. While the DEIS is looking for a long term vision and plan, the Preferred Alternative will need to take in to consideration the projects already identified for advancement and funding by the Commission. Ultimately, the Selected Alternative issued in the Record of Decision will not advance unless funding has been identified which does not conflict with the priorities already established by the Commission.

Thank you again for the opportunity to review the DEIS. If you have any questions, please contact me at 717.787.8197 or Jennie Granger at 717.705.1212.

Sincerely,

A handwritten signature in black ink, appearing to read 'Toby Fauver', with a stylized flourish at the end.

Toby Fauver, AICP, Deputy Secretary
Multimodal Transportation

Enclosure

	Page/Section/ Paragraph/ Service	Comments
1	P. 1-9, Section 1.7	This section notes that the Preferred Alternative may be a combination of elements from any or all of the alternatives presented in the DEIS. However, impacts, operational considerations, and benefits are not broken down to a level that allows an understanding of the possible impact of “mixing and matching” various elements.
2	P.3-11, Section 3.4.3.1	Much emphasis is given to the need for air to rail connections, so much so that two of the alternatives include a new alignment specifically to connect to Philadelphia International Airport. However, the information in ACRP Report 118, cited in the DEIS, seems to counter this approach. The report notes that rail transport generally pulls from the metropolitan area unless the airport provides superior service for those travelling from outside the region. Given the availability of air travel from BWI and Newark, it seems unlikely long distance riders would opt to travel to PHL. Regional riders are already provided airport service through SEPTA.
3	P. 4-2, Section 4.1	Given the intent to choose individual elements, it is not clear why “packages” were created for the DEIS, especially as these make it difficult to discern the impacts and benefits of each piece within a given package.
4	P. 4-10, Section 4.1.4	FRA specifically requests near-term and long range priorities.
5	P. 4-66, Section 4.7.3.3	As noted in comment 2 above, the need for Philadelphia airport connection is not clear. Is this new segment also needed for track alignment improvements to maximize speed/performance? If so, is a less environmentally impactful alignment possible? Alternately, could further modifications to the existing NEC accomplish the needed improvements?
6	P. 4-71, Section 4.7.4.1	The rationale for creating a new station at Market East in Philadelphia is unclear. This location does not provide additional connectivity beyond what is available at 30 th Street Station.
7	P. 4-81, Section 4.9	FRA is seeking input on regional and local priorities for the elements to be included in the Preferred Alternative.
8	P. 6-32, Section 6.3.5	In Bullet 2, it is noted that Alternative 1 meets the capacity need except for the Hudson River crossing. Should a variation of Alternative 1 with the needed additional capacity be considered?
9	P. 7.1-10, Section 7.1.2.4	Please include greater discussion of the impacts at the John Heinz Wildlife Refuge.
10	P. 7.2-7, Section 7.2.4.1	The acreage associated with Alternative 2 in Pennsylvania seems counterintuitive, given that new alignment is being constructed (Alternative 2 actually shows less potential land cover conversions than Alternative 1). In conjunction with Comment 8 above, can additional detail be provided regarding the new alignment, especially through the wildlife refuge? Is it to be built on structure?
11	P. 7.2-9, Section 7.2.4.1	Alternative 2: Why is there no discussion of Pennsylvania included, when new alignment is proposed through the Heinz Refuge?
12	P. 7.5-14, Section 7.5.3.3	If a segment to the airport is required, could the alignment in Alternative 3 be modified to avoid the Heinz Refuge and still tie into the existing corridor before 30 th Street Station?

	Page/Section/ Paragraph/ Sentence	Comment
13	P. 7.5-29, Section 7.5.7.2	The discussion of wetland impacts and USACE permitting does not include consideration of the "Least Environmentally Damaging Practicable Alternative" (LEDPA). As it is unclear how impacts to the Heinz Refuge could be found to be permissible by the USACE using the LEDPA standard, this could be a fatal flaw for that portion of Alternative 2.
14	P. 7.6-5, Section 7.6.3.2	Were state listed species not considered in the analysis? Also, although no longer endangered, Bald Eagles are still protected under the Bald and Golden Eagle Protection Act. Consider including a discussion.
15	P. 7.15-2, Section 7.15.1.3	Sea level rise estimates appear high. EPA data suggests a one to four foot rise by 2100. [http://www3.epa.gov/climatechange/science/future.html#ref1]
16	P. 7.16-19, Section 7.16.1.6	Given that all alternatives appear to meet the Purpose and Needs, albeit to varying degrees, it is unclear how future Prudent and Feasible analyses will be conducted. If Alternative 2 is selected, but in Tier 2 analysis is found to result in a use of Section 4f resources which are not used in Alternative 1 (or 3), would the previously dismissed alternatives now have to be reconsidered, at least in that segment?
17	P. 9-46, Section 9.5.2	Suggest including a statement that each Action Alternative does meet the Purpose and Needs. While this can be concluded from the information provided, it may be helpful to include a table with the various needs and whether / how well each alternative meets them, to aid in comparison.
18	P. 10-6, Section 10.2	Although coordination among the various service providers is discussed throughout the document, this is the first mention of FRA's possible requirement for such action. Suggest making this clear earlier in the document. It would also be helpful to understanding the performance of the various alternatives to know how much this cooperation contributes to the performance of the various alternatives.
19	P. 10-12, Section 10.3.1	In reference to Comment 18, if FRA may require cooperation among the providers, is it accurate to state that consideration of the necessary funding coordination is beyond the scope of the initiative?
20	P. 10-13, Section 10.3.2	Is a discussion of funding and its potential to impact the ability to implement any proposed improvements warranted?
21	P. 11-2, Section 11.2	Although the public outreach program for NEC Future appears to be successful, it is unclear how it complies with the procedures set forth in Section 6002 of SAFETEA LU if the NEC is considered "public transportation". Does the CEQ Pilot Program negate the requirement for inviting Participating Agencies? Were solicitations made for Participating agencies but not documented in this discussion?
22	P. 10, Appendix G	Why was the New York City Landmarks Preservation Commission the only local or other entity invited to be a Concurring Party for the Section 106 Programmatic Agreement? Why were commissions from other cities not directly invited?

Name KIRSTEN + WILLIAM PENNIE

Address [REDACTED]

City [REDACTED]

Date: 2/8/16

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

RE: Federal Rail Administration NEC Draft Plans

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,

K. G. Pennie - William D. S

Additional Comments:

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

NEC DEIS Comments - RECORD #2723 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Chris

Last Name :

Penniman

Stakeholder Comments/Issues :

The Tier 1 option of destroying the town of Old Lyme, CT to reduce train travelers' time through CT is totally irresponsible. The FRA should upgrade the infrastructure in the existing rail corridor to reduce impact to the surrounding communities and to the environment.

NEC DEIS Comments - RECORD #2985 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Clayton

Last Name :

Penniman

Stakeholder Comments/Issues :

Alt 1 would have significant negative environmental, economic, and cultural impacts on Old Lyme, CT. It would cut through the historical center of the town. The proposed route would significantly impact sensitive wetland habitats along both the Connecticut and Lieutenant Rivers in Old Lyme. The wetlands are part of the internationally-recognized, ecologically important wetlands complex in the lower tidal Connecticut River.

NEC DEIS Comments - RECORD #1674 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Marilyn

Last Name :

Percy

Stakeholder Comments/Issues :

This would be absolutely devastating to the beautiful and historic town of Old Lyme. All that has been accomplished to make our community the place to come to learn about history of American Impressionism at the Florence Griswold Museum and the Lyme Art Association and the Lyme Art Academy would be absolutely ruined...Please don't consider this proposal.

NEC DEIS Comments - RECORD #3049 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Mary

Last Name :

Pereira

Stakeholder Comments/Issues :

I believe that the United States needs trains like France's TGV however great care should be taken to preserve the historic sites and the environment.

NEC DEIS Comments - RECORD #1375 DETAIL

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

I would like to express my support for alternative 3. Money will never be cheaper so the time to invest heavily is now. The need to expand mass transit is imperative when one considers the ramifications of an ever increasing population putting more cars on the road. Alternative 3 expands in areas that have less impact on the fragile shoreline and will encourage business and individuals to settle in these expanded areas.

As well I want to express my opinion that alternative 1 is poor option. It encourages growth in areas that cannot sustain it environmentally and geographically. By its own admission the FRA limits this option's benefit to the short term.

In conclusion I urge the panel to think broadly with an eye for the future.

Sincerely,
Claudia Peresman

NEC DEIS Comments - RECORD #1456 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Michael

Last Name :

Perks

Stakeholder Comments/Issues :

Why are we only just hearing about this rail reroute

proposal when it has been in the planning stage for so many months/years.

This plan to re-direct the track through the CENTER of our historic town will devastate the community and local economy. The route across the Connecticut River Estuary will negatively impact this Nationally important river estuary. There must be a way to accomplish the high speed rail without impacting our town and estuary in such a devastating way. Please rethink this plan, visit our town and see the impact this will have first hand.

NEC DEIS Comments - RECORD #1459 DETAIL**Status :** [REDACTED]**Record Date :** 2/14/2016**First Name :** Sandra**Last Name :** Perks**Stakeholder Comments/Issues :**

Shocked that citizens of Old Lyme have not been informed until very recently of FRA proposal to cut through the heart of our historic, artistic and exceptional town of citizens concerned with historic and environmental issues. This path would destroy the economy and many of the historic buildings (1700's, 1800's) listed on the National Register of Historic Buildings that we are so proud of including The Florence Griswold Museum (1850), the Lyme Art Association (1914) and the Lyme Art Academy (1976). This would also destroy the delicate marshlands at the mouth of the Connecticut River estuary, one of the most important estuaries in the USA for migratory fish and bird life. Please reconsider this proposal and please visit and listen to the citizens of our town before more planning takes place to improve only slightly the speed of the trains along the shoreline. This is a lot of destruction for 20-30 minutes of saved time.

NEC DEIS Comments - RECORD #1570 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Sandy
Last Name : Perks
Stakeholder Comments/Issues :

TO: NEC FUTURE

I am shocked that citizens of Old Lyme have not been informed until very recently of FRA proposal to cut through the heart of our historic, artistic and exceptional town of citizens concerned with historic and environmental issues. This path would destroy the economy and many of the historic buildings (1700's, 1800's) listed on the National Register of Historic Buildings that we are so proud of including The Florence Griswold Museum (1850), the Lyme Art Association (1914) and the Lyme Art Academy (1976). This would also destroy the delicate marshlands at the mouth of the Connecticut River estuary, one of the most important estuaries in the USA for migratory fish and bird life. Please reconsider this proposal and please visit and listen to the citizens of our town before more planning takes place to improve only slightly the speed of the trains along the shoreline. This is a lot of destruction for 20-30 minutes of saved time.

Sandra Perks

[REDACTED]
Old Lyme, CT 06371

NEC DEIS Comments - RECORD #1374 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Susan and Michael

Last Name :

Perl

Stakeholder Comments/Issues :

Besides being a waste of money it would spoil one of Connecticut's loveliest towns.

NEC DEIS Comments - RECORD #414 DETAIL

Status :

[REDACTED]

Record Date :

1/30/2016

First Name :

Paula

Last Name :

Perlini

Stakeholder Comments/Issues :

This proposal is absolutely ridiculous and will impact the whole shore line and surrounding towns. This has been done without involving the community and is almost criminal!

NEC DEIS Comments - RECORD #276 DETAIL

Status :

[REDACTED]

Record Date :

1/25/2016

First Name :

Mark

Last Name :

Perreault

Stakeholder Comments/Issues :

I support Alternative 1 as providing significant additional capacity and service improvements in a realistic fashion. Alternatives 2 and 3 would present significant environmental impact issues, especially in Quinebaug & Shetucket Rivers Valley National Heritage Corridor, as well as costs that Congress and the states are unlikely to fund. The money that it would take for Alternatives 2 and 3 is better spent on improvements to connecting lines in Virginia to Richmond and Norfolk, to the Empire Corridor, an extended Keystone Corridor west to Pittsburgh, new service to Lehigh Valley, PA and a North-South rail link in Boston.

NEC DEIS Comments - RECORD #1299 DETAIL

Status : ██████████
Record Date : 2/14/2016
First Name : sarah
Last Name : perreten

Stakeholder Comments/Issues :

Not enough time for comment!! We only just heard about this! Do NOT destroy the character and history of any shoreline towns....of any towns. Work with what you have to make improvements - about which your history makes us all skeptical.

NEC DEIS Comments - RECORD #2933 DETAIL

Status : Action Complete

Record Date : 2/16/2016

First Name : Ann Marie

Last Name : Perry

Stakeholder Comments/Issues :

To change the face of a town like Old Lyme is just wrong. Alternatives must be considered quite seriously. Is all of this disruption and cost to the lives of people and the environment worth 1/2 savings in traveling time? Seems the money could be spent in other ways.

NEC DEIS Comments - RECORD #2165 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Barbara

Last Name :

Perry

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 #883 DETAIL

Status :

Record Complete

Record Date : 2/11/2016

First Name : Kristian

Last Name : Perry

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,

Kristian Perry

NEC DEIS Comments - RECORD #3007 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Nathan
Last Name : Perry
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 campus is a beautiful and important landmark for Old Lyme and it should be preserved.

NEC DEIS Comments - RECORD #870 DETAIL

Status : Action Complete

Record Date : 2/11/2016

First Name : Raymond J.

Last Name : Perry

Stakeholder Comments/Issues :

I support Alternative #3 as the most sensible, logical and best-use plan for full utilization of Public Moneys, ability of the NEC to contribute to the Regional economy and overall positive future and quality-of-life issues.

NEC DEIS Comments - RECORD #1489 DETAIL

Status : Action Completed

Record Date : 2/14/2016

First Name : Jon

Last Name : Persson

Stakeholder Comments/Issues :

Alternative 3, IF it maintains both the new and CURRENT routes. There was once a direct rail line between Boston and New York that went through Portland Ct called the Airline that may also be considered. If elevated this could be a truly high speed rail route. Conversely building an elevated route that rides above I95 traffic is viable and has no impact on surrounding towns. Pre-fab construction is indicated.

NEC DEIS Comments - RECORD #1276 DETAIL

Status :

Pending

Record Date :

2/14/2016

First Name :

Teresa

Last Name :

Perugini

Stakeholder Comments/Issues :

I oppose Alternative 1 in order to preserve the character of Old Lyme, including The Historic District, The Lyme Art Academy, Lyme Art Association and The Florence Griswold Museum.

NEC DEIS Comments - RECORD #1909 DETAIL

Status :

Record Date :

2/15/2016

First Name :

Ram

Last Name :

Perumalla

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 #1034 DETAIL

Status :

Not Complete

Record Date :

2/12/2016

First Name :

Carl

Last Name :

Peruzzotti

Stakeholder Comments/Issues :

This plan makes no sense! Why would you ever waste the taxpayers' money to build a whole new unsightly bridge -- ON A DIAGONAL -- and destroy even more of our our precious natural resources -- estuaries and wetlands -- when you can run another track right next to the existing ugly tracks and widen the existing ugly bridge? Sharpen your pencils, engage your brains and come up with a plan that makes economic and environmental sense!

NEC DEIS Comments - RECORD #1142 DETAIL

Status :

Pending

Record Date :

2/13/2016

First Name :

Stella

Last Name :

Peruzzotti

Stakeholder Comments/Issues :

I am totally against the plan that the FRA has proposed. I know the rail lines have to be upgraded but certainly not through private property and in particular going through wetlands. Why not use the area alongside the present tracks. The proposed plan has obviously not well thoughtout. I am totally against it.

NEC DEIS Comments - RECORD #592 DETAIL

Status : ~~Action Completed~~

Record Date : 2/8/2016

First Name : Edith

Last Name : Pestana

Stakeholder Comments/Issues :

Please add me to alerts and newsletters

NEC DEIS Comments - RECORD #323 DETAIL

Status : ██████████
Record Date : 1/27/2016
First Name : Theresa
Last Name : Petaja

Stakeholder Comments/Issues :

Re: Expansion of the Northeast Corridor Passenger Rail line

We are vehemently opposed to "Alternative 3" and demand that we the public taxpayers of Garden City be notified of all hearings and information available related to this proposed project

NEC DEIS Comments - RECORD #457 DETAIL

Status :

Action Complete

Record Date :

2/1/2016

First Name :

Last Name :

Peter

Stakeholder Comments/Issues :

I am very much concerned about Amtrak "Alternative 3" through Long Island and further it is your obligation to properly inform the public of how you intend to spend such money.

NEC DEIS Comments - RECORD #1425 DETAIL

Status :

Action Completed

Record Date :

2/14/2016

First Name :

Donna

Last Name :

Peters

Stakeholder Comments/Issues :

Against. I don't want railroad tracks cutting through town. Seems pretty sneaky that something this huge has not been spoken of before.

NEC DEIS Comments - RECORD #1628 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Rose
Last Name : Petersen
Stakeholder Comments/Issues :

Dear NecFuture,

I am strongly opposed to the tier 1 proposal for new tracks to run through the town of Old Lyme, CT. Old Lyme was founded in 1635 and is considered an historic, cultural, and artistic village of about 6000 people. There are many landmarks in this town which are on the National Historic Register that would be not just negatively impacted, but, in my opinion, destroyed. These include the Florence Griswold Museum, Old Lyme Art Association, and the Lyme Art Academy all of which are vital to the town's economy.

I am shocked that this proposal has even been made because it will not only destroy what I mention above, but will decimate this town.

Please take my objection seriously.

Sincerely,

Rose Petersen

Old Lyme resident

NEC DEIS Comments - RECORD #2112 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

charles

Last Name :

Peterson

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 #2117 DETAIL

Status :

Unread

Record Date :

2/15/2016

First Name :

Charles

Last Name :

Peterson

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 #2419 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Erik

Last Name :

Peterson

Stakeholder Comments/Issues :

I am very much opposed to the construction of a railroad that goes through my undergrad's campus... It was bad enough when the University of New Haven bought the Lyme Academy College of Fine Arts, but don't drive the stake through by literally removing my college from its historic location.

NEC DEIS Comments - RECORD #2119 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : sPete
Last Name : Peterson
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."

PETITION TO: **NEC FUTURE**
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

MD

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

SUMMARY:

Stop Alternative One from destroying the quality of life in Old Lyme. The proposed new rail lines will:

- # Destroy homes and businesses
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- # Forever harm and alter privately owned real estate and rights
- # Destroy wetlands, open space and natural resources

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Brendan Shaughnessy	<i>Brendan Shaughnessy</i>	68 Keeney Rd Lyme CT 06371	2/8/16
MARTHA AMES	<i>Martha Ames</i>	1 Lyme St OL	2/8/16
Jenn Miller	<i>J. Miller</i>	6 Somerset Ln OL 06371	2/8/16
Anthony McEllod	<i>A.P. McEllod</i>	6 Glover Ave OL 06371	2/8/16
Deb Blue	<i>Deb Blue</i>	4 Vaccinium Way Old Lyme 06371	2/8/16
Alfred Vignone	<i>A. Vignone</i>	18 Bacons Dr. Guilford Ct	2/6/16
Bonnie Loftis	<i>Bonnie Loftis</i>	35 Mile Creek Rd OL	2/8/16
Todd Sprack	<i>Todd Sprack</i>	9 Four Mill River Rd	2/8/16
Barbara Crowley	<i>Barbara Crowley</i>	11 Swanscott Lane Old Lyme CT	2/8/16
Emily Jewett	<i>Emily Jewett</i>	4 Parson Farm Lane	2/8/16
Cathy Lambert	<i>Catherine Lambert</i>	62 Lords Ln Deptford	2/6/16
KATE CAMPBELL	<i>Kate Campbell</i>	173 Boston Post Rd	2/7/15
AL AMES	<i>Al Ames</i>	229 Boston Post Rd	2/8/16
Linda Ewers	<i>Linda M. Ewers</i>	130 Old Post Rd	2/8/16
Kathy Kakos	<i>Kathy Kakos</i>	108 Boston Post Rd	2/8/16
DAVID DOWNING	<i>David Downing</i>	MILK CREEK RD	2/8/16
SANDY MARKS	<i>Sandy Marks</i>	71 Edgewood Dr.	2/8/16
Katherine Shaughnessy	<i>Katherine Shaughnessy</i>	68 Keeney Rd Lyme CT	2/8/16
GENE CHMIEL	<i>Gene Chmiel</i>	BLACK HALL OUTFITTERS SHORE RD	2/8/16
Erik Thomas	<i>Erik Thomas</i>	405 Blackstone 2 VISTA DR	2/8/16
Nicholas Westbrock	<i>Nicholas Westbrock</i>	79-1 Rowland Rd OL	2-9-16
E. B. TRACY	<i>E.B. Tracy</i>	3 Ball Ln, Old Lyme	2/9/16
James E Mathiason	<i>James E Mathiason</i>	272 Mile Creek Rd OLD LYME CT	2-9-16
Beverly Pike	<i>Beverly Pike</i>	85 Shore Drive Old Lyme CT	2-9-16
<i>Beverly Pike</i>			

<u>name</u>	<u>signature</u>	<u>Address</u>	<u>Date</u>
Jeff Scramble		248 Mile Creek Rd. OLD LYME	2/11/2016
Lynn Richardson		33 River Road Drive Essex	12 Feb
Nancy Lucente		4 Homestead Circle Old Lyme	2/12/16
Susan Johnson		35 Mile Creek	2/12/16
Woffhines		4 Duck River Lane OL	11
ROBERT Chesky		18 SUNRISE	2/13/16
Paul Spaltone		13 Parkside Lane	2/13/16
Stan Ryan		220 Idle Creek Rd	2/13/14
James Murphy		78 BARKER LN. E.H.	2/13/16
Billie Hagner		140 Boas Hill Rd	2-13-16
Don Griffin		20 Lark Dr Old Lyme, CT	2-13-16
Kathy Orris		23 Chadwick Drive	2-13-16
J. Burpee		20 Wilburton Rd.	2/13/16
Ann Bliss		9 Lyme St. Old Lyme	2/13/16
Barbara Cawley		105 Town Wood Rd	2/13/16
Susan Lessard		18 Bessy Hole Rd	2/13/16
Vivian Rice		2 Dennis Lane	2/13/16
Jenny Watkins		13 Meadow Lane	2/13/16
Desiree Coker		6 Myrica Way	2/13/16
Nancy Johnson		20 Wildwood Dr old Lyme, CT	2/13/16

PETITION TO: NEC FUTURE
 U.S. DOT FEDERAL RAILROAD ADMINISTRATION
 ONE BOWLING GREEN, SUITE 429
 NEW YORK, NY 10004

STOP THE RAILROAD - SAY NO TO ALTERNATIVE ONE

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- # Destroy wetlands, open space and natural resources

WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
MARCO CAPPALLO		46 CONNECTICUT RD	2/13/16
AMANDA E. LEXNER		11 BRINGTON ROAD OLD LYME CT 06371	2/13/16
KIM ANDERSON		BOSTON POST RD, Old Lyme	2/13/16
Mike Muller		235 Blood St. Lyme	2/13/16
Catalposarri		227 Mile Creek Rd old Lyme	2/13/16
Paul Hillwood		31 Shelton Ctry Rd Lyme, CT 06371	2/13/16
Mike Con		4 Sunlit Falls Essex Ct 06426	2/14/16
Karen Winters		10-1 Whippoonwill Rd Old Lyme	2/14/16
Richard Younger		338 Shore Rd,	2-14-16
Wendy Knight		3 Neck Rd. Old Lyme	2/14/16
Martin Gohz		2 Library Ln Old Lyme	2-14-16
Elva Calci		112 Grassy Hill Rd	2/14/16
Thomas Smith		28 Sunset DR OL	2/14/16
Jelly Silvia		1 Baily xo OL	2/15/16
Marilyn Clarke		PoBox 334 Old Lyme CT 06371	2/15/16
Janice Palmer		23 SILL Lane, OL 06371	2/15/16
Kieron G. Mooney		10 Elys Ferry Rd Lyme 06371	2/15/16
MaryAnn Luzzi		20 Hillcrest Rd, South Lyme 06376	2/15/16
Wendy Woods		18 Hillcrest Rd, South Lyme 06376	2/15/16
Parker Bessique		58 Michelle Hill Rd old Lyme	2/15/16
Rose Petersen		20 Meeting house Lane Old Lyme	2/15/16
Veria Lempicki		96 Aedk Rd old Lyme CT	2/15/16

PETITION TO: NEC FUTURE
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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
Jeanne Lisa	<i>Jeanne Lisa</i>	Cove Rd. Lyme Ct.	2/7/16
Math Dehertz	<i>Math Dehertz</i>	155 Boston Post Rd Old Lyme	2-8-16
M Catalano	<i>M Catalano</i>	27 Griswold Ave Old CT	2/8/16
Kurt Schlander	<i>Kurt Schlander</i>	12 PARKSIDE DR LYME, CT	2/9/16
Nicoll Brinley	<i>Nicoll Brinley</i>	45 Sill La. Old - CT	2/9/16
Ruthy A. La	<i>Ruthy A. La</i>	42 Marine At Dr. Old, CT	2/9/16
NORMAN ANGUS	<i>Norman Angus</i>	15 ACADEMY LN Old CT	2/9/16
DAVID SEBASTIAN	<i>David Sebastian</i>	133 WHIPPOORWILL RD OLD LYME CT	2/9/16
PAUL BONNETT	<i>Paul Bonnett</i>	11-1 MATSON RIDGE, Old Lyme, CT	2/10/16
TARA BENNETT	<i>Tara Bennett</i>	11-1 MATSON RIDGE, OLD LYME, CT	2/10/16
PRISCILLA REGAN	<i>Priscilla Regan</i>	28 Seaside Lane	2/10/16
Sue Ellen Perry	<i>Sue Ellen Perry</i>	9 Whitine Farms La	2/10/16
Peter Ferrebee	<i>Peter Ferrebee</i>	5 Elm St Old Lyme	2/10/16
Janice Kraus	<i>Janice Kraus</i>	324 Boston Post Rd Old Lyme	2/10/16
Michael Wyle	<i>Michael Wyle</i>	73 Turner Rd Old Lyme CT 06370	2/10/16
LINDA WAINWRIGHT	<i>Linda Wainwright</i>	27 Edge Lea Rd	2/12/16
KRISTA ANWELL	<i>Krista Anwell</i>	342 ROUND HILL RD SKELM CT 06426	2-12-16
Melanie Snyder	<i>Melanie Snyder</i>	84 Boston Post Rd. Old Lyme	2-12-16
Jessica Thayer	<i>Jessica Thayer</i>	209 Johnson St Old Lyme	2/12/16
Erin Mamore	<i>Erin Mamore</i>	40 Johnson Ave Old Lyme	2/12/16
Kate Leonard	<i>Kate Leonard</i>	158 Four Mile River Rd	2/12/16
Josie Tuttle	<i>Josie Tuttle</i>	P.O. Box 206 Old Lyme, CT	2/12/16
Jane Miller	<i>Jane Miller</i>	81 Lyme St Old Lyme CT	2/12/16
JAN SACUM	<i>Jan Sacum</i>	5 Littlefield Lane Old Lyme 06371	2/12/16

PETITION TO: NEC FUTURE
 U.S. DOT FEDERAL RAILROAD ADMINISTRATION
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WE OPPOSE NEC FUTURE STUDY, ALTERNATIVE ONE

PRINT NAME	SIGNATURE	ADDRESS	DATE
LEO RAY	<i>[Signature]</i>	15 FREEDOM WAY UNIT #44, Niantic, CT 06357	02/15/2016
FRANK SCHWARTZ	<i>[Signature]</i>	17 OSBORN VALLEY RD EAST LYME	02/17/16
JOHN YUHAS	<i>[Signature]</i>	11 CEDAR RIDGE RD EAST LYME	2/18/16
RAY CHAMPINE	<i>[Signature]</i>	136 FOUR MILE RIVER RD. OLD LYME, CT.	2/19/16
JANE MCKERNAN	<i>[Signature]</i>	8 TUPERS LN, Niantic (30 yrs Lyme)	2/19/16
Troy Carbin	<i>[Signature]</i>	41 Spring Glen Rd Niantic, CT 06357	2/25/16
R. M. Roberts	ANTOKI ADIS	377 Main St	2/27/16
Jan Culhane	<i>[Signature]</i>	221 Milk Creek Rd Old Lyme, CT	2/28/16
Danielle Barnes	<i>[Signature]</i>	32 Old Colony Old Lyme CT 06357	2/29/16
MICHAEL Barnes	<i>[Signature]</i>	32 Old Colony Old Lyme CT 06357	2/29/16
Axel Nahlke	<i>[Signature]</i>	167 UPR. PATH. RD East Lyme CT 06357	2/29/16
GARY GREGORY	<i>[Signature]</i>	10-3 BRIDGERS LANE OLD LYME CT 06371	3/18/2016
Lorraine Wilcox	<i>[Signature]</i>	20 Center Birch Ave Old Lyme	3-20-16
Lois Hobby	<i>[Signature]</i>	20 Box 365 East Lyme, CT	5-9-16
Joyce Mletchnig	<i>[Signature]</i>	P.O. Box 79, 251-2 Mile Creek Rd, So. Lyme, CT	5-13-16
DONAL C. REEVES	<i>[Signature]</i>	2 SPINNAKER DR. Niantic, CT, 06357	05-23-16
Sue T. Reeves	<i>[Signature]</i>	2 Spinnaker Dr. Niantic, CT 06357	5-23-16
A. BURT Hobby	<i>[Signature]</i>	P.O. Box 316 E. Lyme, CT 06353	5-25-16
Joe Carpentino	<i>[Signature]</i>	15 Guanswood Ln, Old Lyme CT	5/23/16
Kathy Fulton	<i>[Signature]</i>	15 H. River Lane - Old Lyme CT	5/26/16

NEC DEIS Comments - RECORD #2577 DETAIL

Status : [REDACTED]
Record Date : 2/16/2016
First Name : Marie
Last Name : Petrecca
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 #2277 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Rose

Last Name :

Petrella-Wilson

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 #99 DETAIL

Status : ██████████
Record Date : 1/5/2016
First Name : Peter
Last Name : Petrides

Stakeholder Comments/Issues :

I'm concerned about two things: First the impact of the planned upgrades to the local environment and farms. (We have limited viable farmland that we don't want to lose.) Secondly, how will the train station access be integrated into the local areas/community? I've lived in Mainz Germany, for over three years, and they had a pretty good system that was well integrated for all modes of transportation. (pedestrian, bicycle, trolley, bus) Perhaps we could learn from them? As we used to say in the Army; Why reinvent the wheel?

NEC DEIS Comments - RECORD #2818 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Scott

Last Name : Petrone

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 #620 DETAIL

Status : [REDACTED]

Record Date : 2/9/2016

First Name : Nicholas

Last Name : Pevzner

Stakeholder Comments/Issues :

I'm writing in support of Alternative 3, which represents the most holistic investment strategy in rail capacity along the NEC. It is the only alternative that overcomes the constraints of topography and geography at several key locations, and which will truly enable high-speed rail service between the metropolitan hubs along the NEC. The most densely populated, most economically productive and most vulnerable megaregion in the nation deserves a transportation infrastructure that will allow this region to continue to grow unimpeded. If transit reinvestment is a once-in-a-generation opportunity, I believe that the design solution needs to be adequately holistic on this occasion.

NEC DEIS Comments - RECORD #2950 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Cara

Last Name :

Pezzo

Stakeholder Comments/Issues :

I strongly oppose this project. A ride to Boston shortened by only thirty minutes is not worth decimating numerous 200 year old homes.

NEC DEIS Comments - RECORD #1266 DETAIL

Status : [REDACTED]
Record Date : 2/14/2016
First Name : Jane
Last Name : Pfeffer

Stakeholder Comments/Issues :

The eastern CT shoreline is one of the most beautiful places in the state. Old Lyme's historic village with its antique homes and the cradle of American Impressionism must be protected. Please do not place a high speed train through its center.

NEC DEIS Comments - RECORD #264 DETAIL

Status : [REDACTED]

Record Date : 1/25/2016

First Name : John

Last Name : Pfeiffer

Stakeholder Comments/Issues :

Ladies and Gentlemen,

I am expressing concern regarding the proposed Amtrak re-routing project. I address you as Town Historian and Chair of the Old Lyme Historic District Commission.

My first level of concern is generated by the apparent surprise nature of the proposal and how far along the plan has apparently gone without adequate local input. This relates to the process of how the plan has been administered and indicates an underlying lack of care for the people along the corridor. Why have we only found out at this juncture, and been informed about critical engineering aspects that clearly have direct and significant impact upon us? Similarly, why have our perspectives only been sought at the eleventh hour and not been appropriately weighed and incorporated into the initial planning? This approach is at variance to our established American democratic process. Note: If I ran my commission in this fashion, I would not expect to be "serving" for very long.

Granted, railroads are a significant historic agent that have moved America along its ascent to greatness.. Since the early 19th century America's citizens have been increasingly linked together by rail. Our own local railroad tracks were laid down in the mid 1850's along a corridor expressly engineered to link our production centers to coastal cities and markets. This was a vast improvement to American commerce as well as facilitating travel. The social and economic benefit cannot be denied. But there was a cost!

Design and engineering elements of the corridor have always had to consider Railroad engineering constraints. Straightness and grade are both major design requirements. To accommodate their weight and associated momentum, trains have difficulty in altering direction over short distances. Railroad corridors reflect this need. Track grade is likewise, a serious consideration. This is why historically railroad corridors have occupied the flattest riverside and shoreline zones. Our region of the Connecticut shoreline clearly demonstrates this. Where such flat regions do not exist, great amount of effort has been expended to cut and fill to achieve the necessary grade. A good example of this is what is now Connecticut's Airline trail. The railroad corridor carved out in the 1870's, linking the Connecticut Valley to eastern Massachusetts and Rhode Island required a huge investment of effort and expertise. The excavation to achieve the proper grade, had marked effects upon the region through which it passed. The environmental impact can be witnessed nearly 150 years after its initial construction. One can only imagine the social impact that simultaneously occurred. Beyond, the smoke, noise, and pollution that the nearby residents had to endure, farms were cut in half by the tracks. Areas near the corridor were intensively quarried and rendered unfit for any domestic or commercial usage. The impact zone extended far beyond the actual path of the tracks!

In Old Lyme any readjustment to the Amtrak corridor will have significant environmental and social effects that will undoubtedly impact our quality of life. Old Lyme Historic District reflects our community as already having readjusted to the initial 1850's path of the railroad. Prior to the 1850's when the railroad corridor was established, our town was focused upon the Lieutenant River as the center of activity. Much of what we are

preserving within the Historic District is a result of our relationship to the river as the link to the rest of the world. Ships came and went far and wide from our docks, wharves, and warehouses. Old Lyme residents lived their lives based upon what the river offered them. After the railroad corridor was built, the river was blocked to shipping. The low trestle and multitude of supportive pilings precluded ship passage and accelerated sedimentation rendering the river impassible to large vessels . The river no longer was a link to the rest of the world. Population declined and the center of town reoriented and retrograded. The citizenry turned away from the river and focused upon Lyme Street.

Townpeople have already accommodated the railroad once. Proposed adjustment to the Amtrak Corridor will once again impact our town and Historic District . One possible plan - the I-95 path, would virtually cut the Old Lyme Historic District in half. The provisions by which Amtrak intends to remedy this situation is unclear. As noted in the example above, the nature of the redesign and the ensuing engineering will have sweeping impacts both within and beyond the confines of the Historic District. There will be environmental and social consequences.

On behalf of Old Lyme and the Historic District Commission, we wish to be part of the process. On many levels our input is valuable. We offer more than 160 years of experience with a railroad corridor. We are sensitive to environmental and social impacts but similarly are very much aware of the significant benefits of railroad mass transit.

I thank you for your consideration of this matter

John Pfeiffer Chair Old Lyme Historic District Commission & Town Historian

NEC DEIS Comments - RECORD #814 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

Harriette

Last Name :

Phelps

Stakeholder Comments/Issues :

Don't!! It looks easy and cheap but it will ruin a rare and biologically essential habitat in our state. It has been studied for years which provides an irreplaceable record of climate change that is of serious present concern. Building the line would show bad priority and I expect many others would agree that money isn't everything!

Sent from my iPhone

NEC DEIS Comments - RECORD #790 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : Larry

Last Name : Phelps

Stakeholder Comments/Issues :

I think drafts 1 and 2 are long overdue for Amtrak and our Country. We need a modern High Speed Rail in this country as soon as possible. Draft 3 is just never going to happen so stick with 1 or 2.

NEC DEIS Comments - RECORD #1051 DETAIL

Status : ██████████
Record Date : 2/12/2016
First Name : Clarena Tolson
Last Name : Anne Padullon
Stakeholder Comments/Issues :

Attached please find the comments of the City of Philadelphia. Thank you.

Denise Goren, Esq
Office of the Managing Director
City of Philadelphia

(215)686-2142
Denise.goren@phila.gov

Attachments : NEC FUTURE COMMENTSCofP.pdf (875 kb)



CITY OF PHILADELPHIA

OFFICE OF THE MANAGING DIRECTOR
MICHAEL DIBERARDINIS
Managing Director

1401 John F. Kennedy Boulevard
Suite 1430
Philadelphia, Pa 19102-1683

February 10, 2016

NEC FUTURE

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

The City of Philadelphia is pleased to continue its role as a key stakeholder in the Northeast Corridor (NEC) FUTURE project by offering a number of comments and questions regarding the recently released, DRAFT 'Tier 1' Environment Impact Statement (EIS). The City understands that the U.S. Department of Transportation (USDOT) and the Federal Railroad Administration (FRA) intend this spring to select a conceptual, Preferred Alternative from among the four, broad options under consideration. The City views this process, and its short and long-term outcomes, with keen interest.

Philadelphia congratulates the entire NEC FUTURE team on gathering the data necessary for Northeast Corridor stakeholders to move towards a preferred vision for quality rail infrastructure and services. Further, we firmly support the underlying predicate that the economic competitiveness of the Northeast region, and the Philadelphia metropolitan region in particular, depends on rail transportation that dramatically improves travel times and connectivity. We believe that such improvements will induce rail travel demand, generate vitally needed economic growth, and positively impact congestion and the environment.

Philadelphia does not support a "No Action" approach. We do strongly endorse the idea of improved rail service to our 'Metropolitan Center', including both Center City and University City, and to Philadelphia International Airport (PHL).

However, the DRAFT EIS provides additional detail about several previously-identified concepts, and these details raise new questions (see attached list) of significance about each of the presented, conceptual Action Alternatives: *1-Maintain, 2-Grow, and 3-Transform*. We understand that specific locational and engineering decisions are not part of the 'Tier 1' analysis and that, if part of a selected Preferred Alternative and Record of Decision (ROD), these concepts would undergo more rigorous 'Tier 2' EIS analysis by the FRA, City and Regional stakeholders, and local communities. We nonetheless deem it prudent share these questions to inform USDOT/FRA deliberations as well as to obtain timely clarifications from the FRA to aid ongoing policy and planning coordination by the City and its partners.

NEC FUTURE
February 10, 2016

Page 2

We look forward to further dialog this spring with the NEC FUTURE team on the selection of a Preferred Alternative. Please forward responses to the listed questions to the undersigned, and kindly contact Denise Goren at 215-686-2142 to set up additional discussion as appropriate. Again, we appreciate your efforts to advance this essential project.

Yours truly,



Clarena Tolson
Deputy Managing Director
Transportation and Infrastructure



Anne Fadullon
Director of Planning and Development
Philadelphia City Planning Commission

cc: Sarah E. Feinberg, Administrator, FRA
Duane Bumb, Commerce
Harold Epps, Commerce
Denise Goren, Transportation and Infrastructure
Gary Jastrzab, PCPC
Diego Rincon, PHL

City of Philadelphia Comments and Questions – DRAFT NECFUTURE ‘Tier 1’ EIS

1. Is it correct that:
 - o Alternative 1 estimates a 200 percent increase in cost over the No Build alternative, and accommodates an estimated 80 percent increase in intercity ridership and a 13 percent increase in regional rail ridership?
 - o Alternative 2 estimates a 600 percent increase in cost over the No Build alternative, and accommodates an estimated 95 percent increase in intercity ridership and an 18 percent increase in regional rail ridership?
 - o Alternative 3 estimates a 1,350 percent increase in cost over the No Build alternative, and accommodates an estimated 105 percent increase in intercity ridership and a 30percent increase in regional rail ridership?
2. Under Alternatives 1 and 3, at what milepost is the ‘Philadelphia Flyover’ proposed and what would it specifically accomplish?
3. Would the 30th Street-Penn Interlocking only be needed in Alternative 2, and would any additional right of way be needed?
4. What is meant by each of the proposed Alternatives 1, 2, and 3 allowing for increased “capacity for through-trips on connecting corridor services” such as the Keystone Corridor?
5. Alternative 2 includes a concept for a new, 10 mile, two-track, at-grade alignment for the NEC south of 30th Street, following the Chester Secondary track behind Bartram’s Garden, running parallel to the existing, shared SEPTA Airport line/freight tracks through Eastwick, and then paralleling Route 291 and the Chester Secondary at-grade through the Heinz Refuge, Essington, and Eddystone. An underground spur of this line is described as fanning off at Island Avenue, tunneling under I-95 to a new underground station at PHL, and reconnecting to the line in Essington.
 - o In this Alternative, would all intercity, metropolitan, and SEPTA Airport Line trains use this alignment, leaving the current NEC alignment to just SEPTA’s Wilmington regional rail line and freight users?
 - o How would the NEC’s typical 150’foot ROW width and grade crossings be accommodated in this alignment?
 - o How would the vertical elevation of this alignment be designed to ensure resiliency to flood and sea-level rise?
6. Alternative 2 also depicts conceptual changes north of 30th Street, including new tracks running along the east of I-76 to reduce delays going around the Zoo, a shift of the NEC alignment by as much as a quarter mile through Port Richmond and Frankford to reduce delays/improve safety

through Frankford Junction, and a straightened alignment between SEPTA's Holmesburg and Torresdale stations.

- Is the Zoo detour potentially a tunnel under the Schuylkill River, connecting back to the main NEC west of North Philadelphia Station?
 - What changes may be contemplated at North Philadelphia Station? This station is assessed as having both need and potential, and it is located in an Environmental Justice community.
 - Earlier studies identified the potential to eliminate NEC delays due to the SEPTA Chestnut Hill West junction by joining the CHW with the Norristown Line tracks at Allegheny.
 - This could create additional potential for a stronger 'HUB' station at North Philadelphia, using new, lower level SEPTA platforms and upper level SEPTA, AMTRAK, and NJT platforms.
 - Appendix B.7 Table 6 lists North Philadelphia as having potential for TOD/Regeneration.
 - A new alignment through Port Richmond and Frankford is described as being accomplished in either tunnel or trench. How/where would this cross the Frankford Creek and rejoin existing NEC right of way?
 - Between Holmesburg and Torresdale stations, would the goal be to eliminate the gentle curves and establish a completely straight ROW?
7. Alternative 3 proposes a tunnel from Eddystone to Bridesburg, serving new underground stations at PHL and Market East. For purposes of land use planning, it would be helpful to understand the extent to which infrastructure locations in Alternative 3 may be the same as in Alternative 2.
- Conceptually, could the location of a new underground rail station at PHL be the same in Alternative 3 as in Alternative 2?
 - Conceptually, could the location of a tunnel portal in Bridesburg/Frankford be the same in Alternative 3 as in Alternative 2?
8. What consideration has been given to connections between Philadelphia and Southern New Jersey? It does not appear that the existing NJT Atlantic City Line or the PATCO subway line are referenced in the EIS materials we reviewed.
9. Given the Year 2040 time horizon, what assumptions are being made by the NEC FUTURE team regarding the impact on transportation choices and infrastructure of technology-driven innovations such as:
- E-commerce and related growth in local, regional, and interregional freight delivery,
 - The transportation-sharing economy for passengers and freight, including demand for intercity bus services and personal car ownership,
 - The impacts of autonomous vehicles on forecasts for traffic congestion and congestion costs in urban and regional markets in the Northeast.

NEC DEIS Comments - RECORD #720 DETAIL

Status : [REDACTED]

Record Date : 2/10/2016

First Name : Dennis

Last Name : Philapavage

Stakeholder Comments/Issues :

We should have world leading high speed rail!!!

NEC DEIS Comments - RECORD #1582 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

David

Last Name :

Phillips

Stakeholder Comments/Issues :

Planning for expanded terminal capacity should focus on an underground link from south to north. It appears that providing adequate capacity at South Station will have very high cost and high operating cost compared to through routing to the north.

David Phillips

Sent from my iPhone

NEC DEIS Comments - RECORD #1583 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : David

Last Name : Phillips

Stakeholder Comments/Issues :

I think that an alternative that goes through Worcester would be the best since this provides good service to New York from a new market. More service for Providence would not open up a new market.

David Phillips

Sent from my iPhone

NEC DEIS Comments - RECORD #2218 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : C

Last Name : Piasio

Stakeholder Comments/Issues :

Please do not ruin our beautiful town of Old Lyme!

NEC DEIS Comments - RECORD #2348 DETAIL

Status : Action Complete
Record Date : 2/15/2016
First Name : Gail
Last Name : Picard
Stakeholder Comments/Issues :

Dear Federal Rail Administration,

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

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

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

Sincerely,
Gail Picard (former summer resident of Old Lyme)

We have one last speaker before we are going to take a break before our six o'clock presentation, and that is Titus Pierce.

MR. PIERCE: Well, good evening, everybody. I'm Titus Pierce. I'm a Democrat and I'm a candidate for governor.

First I want to talk to you guys about a couple of quick things. Every single day that we do not have the train tunnel into New York, we're losing about somewhere around four to six million dollars a day, in tune to \$5 billion a year. Since Governor Christie's been in office, about 25 to 26 billion dollars in GDP between New Jersey and the State of New York. Now look, I'm a businessman, so I'll be real with you. I'm the youngest CEO of a bank in the history of the United States, and the youngest black on the entire planet to attempt to do so. So I'm going to come at you with a little bit of difference. I want to talk New Jersey too, all right.

We're in the business of putting people to work, right. We go to New York City, which is a \$1.3 trillion in GDP city. New Jersey is \$680 billion in GDP. Philadelphia is \$384 billion in GDP. GDP is how we get our tax revenue. We tax the businesses, we tax people on commercial and residential rates, all right. We have an infrastructure problem, we have a poor lifestyle, and we have Cadillac revenues. We've got to figure out a way to get our Cadillac revenues to Porsche revenues so we can afford some of these things, all right.

I want to talk to you about transitioning New Jersey Transit, as part of phase three of the alternative here, into a new, viable entity for the northeast.

One, I want to build a mega train bridge over from Salem County, New Jersey into Delaware City, Delaware, and I want to connect it into Baltimore, connect it over into the Midwest with Union Pacific and BNSF, all right.

Two, so we can ship goods down through Central America and into Mercator, and into the Central American Free Trade Agreement. People will say well, why would you want to do that. Well, we want to go global, right. Going global means increasing revenues into the storehouse. We have not done a good job about that. We should be at a \$1.3 trillion economy today, all right. We would have been there if Governor Florio would have had a second term. But some guy named Garabed (phonetic) decided that he wanted to mess things up, and it really jacked New Jersey up forever, all right. It's all on that guy, all right. Six hundred billion dollar shortcoming. We should have been there already. Now it's time to get there. And the only way forward is to start looking at alternatives, like cutting the budget by maybe four or five billion bucks, all right. Starting to increase capital expenditures on both commercial structures and some residential structures, and then going in on the infrastructure to move people.

People moving systems entice CEOs to come to New Jersey. We've got to say look, CEOs, look, you want to come here to do business, all right. Well, let me tell you, we are going to put \$8 billion into this new tunnel. We're not waiting 20 years for it to be built. As I said to Steve Sweeney and everybody in the New Jersey Assembly on my first day out, I sent a letter in November 2013 saying look, we are building this tunnel immediately, all right. When we say immediately, I mean this thing has got to go down. We want to put that tunnel boring machine in the ground when I put my hand on that Scofield reference Bible that night. We cannot afford to lose any dollars and cents. Every day we're not in New York, we're losing money.

I also want to build a new city, and I'm talking a city that's going to generate revenues and GDP when it hits 500 billion bucks, all right, of \$35 billion in tax revenue on the state side. Two hundred eighteen billion in federal tax revenue. That's big money, all right. Currently our budget revenue is coming in at 35.62. If we have a city coming in at 35 billion bucks, that's 71 billion in revenues.

We have to think fresh. We have to think long term.

There's what I want to talk to people about, about income. My new plan for New Jersey Transit is we have 20 unions. I want to add two more. I want to add a fixed wing division and a rotary wing division. Now, a rotary wing division can serve the metro needs of 131 major cities. We call them consolidated metropolitan areas, right, all right. But if you're in Omaha and you're a business executive, right, you want to get home, you want to get to this meeting very quickly. You could just pay us \$175 round trip to go from Omaha back to your house. And hey, say you don't want to get back home, you want to get an Uber cab to pick you up, hey we can do that too, put an app to it, right. When we tested it, we put a test statistic to it, we did some population surges and everything, we saw we could make 11 billion bucks off of this. I said to Governor Christie in an email, I said hey, we've got a \$300 million line of credit with an RBC. Let's use and tap the line of credit so we can get more revenues.

Two, I've told you like it is, I won't tell you the companies, but I'd like to acquire three airliners, two domestics, one international. The one international flies right now into 161 ports of destination. The two domestics are very small. They compete with Southwest. When you combine all three, we get a \$52 billion fixed wing division. That's huge revenue. We have to start looking at sources and users of cash. We've got great ideas, but we've got to pay for it, all right. I have no problem with adding an increased amount of coin to the federal NEC projects if I was able to bring in through an airline business \$31 million in net profits.

I'm Titus Pierce for New Jersey governor. All my plans are at www.tituspierce.com. Have a fine, fine night, and take a look at my programs.

THE MODERATOR: Thank you, Titus. Thank you.

MR. PIERCE: Thank you.

FIFTEEN ROPE FERRY ROAD



WATERFORD, CT 06385-2886

January 21, 2016

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

To Whom it May Concern,

Thank you for the opportunity to comment on the Tier 1 Draft EIS for the NEC Future Project. I would like to bring to your attention concerns with the proposed alternatives in Connecticut and suggestions for next steps in addressing railway transportation in this region.

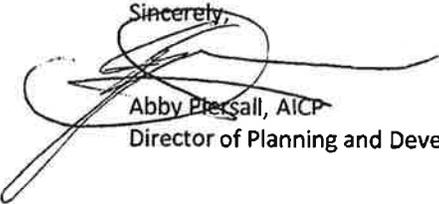
Alternative 1 would have a direct and significant impact on environmental and economic resources in Waterford. The proposed route crossing under I-395 and running north of I-95 fragments significant wildlife habitat and wetland resources as it passes through Waterford. The proposed route also bisects areas identified for industrial and commercial development as it approaches New London. It is unclear whether a closer parallel to the I-95 corridor was considered. Maintaining a single transportation corridor for rail and highway services through Waterford would reduce habitat fragmentation and may have the added benefit of consolidating and improving wetland crossings to address improvements for multiple modes of transportation. One corridor would also be less disruptive to potentially developable commercial and industrial lands.

More information is desired about the potential impacts to the existing rail service along the shoreline should Alternatives 2 or 3 be advanced. Improving service along the existing route and addressing vulnerable coastal infrastructure is a critical aspect of encouraging transportation alternatives in Southeastern Connecticut. There is concern that selection of Alternatives 2 or 3 would lead to disinvestment in the existing corridor.

The limited comment period for the Tier 1 Draft EIS that coincided with the holiday season, coupled with the lack of outreach to affected communities left little opportunity for meaningful discussion of the Alternatives. Given the significant potential impact of the proposed Alternatives, more discussion is needed in Southeastern Connecticut.

Waterford understands the importance of improved rail service throughout the Northeast Corridor and supports a solution that will encourage mass transit, minimize environmental impact and bolster economic opportunity and quality of life for Southeastern Connecticut and communities throughout the Northeast Corridor.

Sincerely,



Abby Piersall, AICP
Director of Planning and Development

NEC DEIS Comments - RECORD #231 DETAIL

Status : [REDACTED]

Record Date : 1/22/2016

First Name : Abby

Last Name : Piersall

Stakeholder Comments/Issues :

To Whom it May Concern,

Thank you for the opportunity to comment on the Tier 1 Draft EIS for the NEC Future Project. I would like to bring to your attention concerns with the proposed alternatives in Connecticut and suggestions for next steps in addressing railway transportation in this region.

Alternative 1 would have a direct and significant impact on environmental and economic resources in Waterford. The proposed route crossing under I-395 and running north of I-95 fragments significant wildlife habitat and wetland resources as it passes through Waterford. The proposed route also bisects areas identified for industrial and commercial development as it approaches New London. It is unclear whether a closer parallel to the I-95 corridor was considered. Maintaining a single transportation corridor for rail and highway services through Waterford would reduce habitat fragmentation and may have the added benefit of consolidating and improving wetland crossings to address improvements for multiple modes of transportation. One corridor would also be less disruptive to potentially developable commercial and industrial lands.

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Waterford understands the importance of improved rail service throughout the Northeast Corridor and supports a solution that will encourage mass transit, minimize environmental impact and bolster economic opportunity and quality of life for Southeastern Connecticut and communities throughout

Sincerely,

Abby Y. Piersall, AICP
Director of Planning and Development
Town of Waterford, CT

NEC DEIS Comments - RECORD #2369 DETAIL

Status : Action Complete

Record Date : 2/15/2016

First Name : Robin

Last Name : Pierson

Stakeholder Comments/Issues :

Alternative 1 as sketched out appears likely to be highly disruptive to some very old, picturesque communities, such as those around the mouth of the Connecticut River. If that route is selected, this adverse impact should be addressed.

NEC DEIS Comments - RECORD #2602 DETAIL

Status :

Not Complete

Record Date :

2/16/2016

First Name :

Jeff

Last Name :

Pietrangeli

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 #167 DETAIL

Status :

Record Date :

1/13/2016

First Name :

Stephen

Last Name :

Pietrowski

Stakeholder Comments/Issues :

Long Island is dying a very slow and painful death. Our youth are leaving for jobs in other states where the cost of living is cheaper and where opportunities abound. We have to wake up and begin to respond to the needs of our community for expansion and modernization of our infrastructure. New High Speed rail as well as other opportunities for improvement in transportation are only the first step in attracting businesses who can provide employment which will keep Long Island vibrant and attractive to our young people. We have missed the opportunity to improve life here on Long Island due to short sightedness. From Robert Moses forward we have had men and women of vision show us the way pointing toward a healthier economic future for our island and we failed to hear their rallying cry. We need to wake up before its too late Long Island. We need to do this for our children - for our future!

NEC DEIS Comments - RECORD #413 DETAIL

Status : [REDACTED]

Record Date : 1/30/2016

First Name : Rod

Last Name : Pile

Stakeholder Comments/Issues :

This is a joke, right?

NEC DEIS Comments - RECORD #654 DETAIL

Status :

Action Complete

Record Date :

2/10/2016

First Name :

Allison

Last Name :

Pillari

Stakeholder Comments/Issues :

I am highly against this idea to run a rail track through Old Lyme Ct. This town is built on simple living and a calm neighborhood. It's already too much that the highway is running right through it. Adding a rail system here would impact the schools greatly. The Lyme academy College of Fine arts is known for its quiet location and secluded area for dedicated study with zero distractions. You will also be cutting down trees which as everyone knows is a danger to animal habitats. There is already a railway to get from these states and back .Just because it is not the quickest way does not mean another one is needed. " If its not broke, don't fix it. "

NEC DEIS Comments - RECORD #1568 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Martha
Last Name : Pine
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 man who leads bird walks twice a month for a group of birders in Montgomery County sent me and my husband an alert about the possible route of a new rail line through the Patuxent Wildlife Refuge. We are writing to express our concern that this alternative is even being considered, since the Refuge is supposed to be a protected environment. It is one of the Maryland's few remaining wild places and offers vital habitat for wildlife, including birds.

This Alternative 3 proposal would take 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 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. We have enjoyed birding and other visits to the Refuge and would truly hate to see it compromised in any way.

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 taking valuable land from a wildlife refuge exist. Please choose an alternate that does not disturb this vital habitat for birds and wildlife.

Sincerely,

Martha and Richard Pine

[REDACTED]

Rockville, MD 20853
marthapine@[REDACTED]

NEC DEIS Comments - RECORD #714 DETAIL

Status : ~~Under Consideration~~

Record Date : 2/10/2016

First Name : Edward

Last Name : Pinn

Stakeholder Comments/Issues :

I oppose the Tier 1 proposal as it would severely impact the appearance of our rural community and destroy the quality of life we residents and visitors enjoy in Old Lyme

NEC DEIS Comments - RECORD #1348 DETAIL

Status :

[REDACTED]

Record Date :

2/14/2016

First Name :

Linda

Last Name :

Pinn

Stakeholder Comments/Issues :

This plan will disrupt an historic country village and will physically eliminate landmarks that are part of American history.

I am not in favor of this plan!

NEC DEIS Comments - RECORD #2257 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Ellen

Last Name :

Pinney

Stakeholder Comments/Issues :

This structural plan will DEFACE the natural beauty, disrupt the environmental nature, and aesthetics of the town of Old Lyme. I VOTE EMPHATICALLY NO to this plan.

NEC DEIS Comments - RECORD #549 DETAIL

Status : [REDACTED]

Record Date : 2/4/2016

First Name : Nancy

Last Name : Pinney

Stakeholder Comments/Issues :

I have lived in Old Lyme CT for 30+ years. The proposed plan would ruin our historic town, the Home of American Impressionism and a place that draws people from all over for the art and beauty of what this town offers. The impact on the neighborhoods and wetlands would be detrimental. Please reconsider the new proposed route, the location of where the tracks now should suffice without disrupting the area any further.

NEC DEIS Comments - RECORD #2618 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Julie

Last Name : Pinto

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 #2931 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Jean

Last Name :

Piros

Stakeholder Comments/Issues :

Please leave Old Lyme and Milford out of your plans to reroute the railroads. Our shorelines and the Long Island Sound are in enough trouble as it is... VERY BAD IDEA! I can't believe I heard that just the planning of this project cost MILLIONS! Haven't you got better things to do with your time and money????? Geez.....

NEC DEIS Comments - RECORD #2620 DETAIL

Status :

Action Completed

Record Date :

2/16/2016

First Name :

Carl

Last Name :

Pitruzzello

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 #2977 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Sara

Last Name : Plante

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.

Sara Plante

NEC DEIS Comments - RECORD #810 DETAIL

Status : [REDACTED]
Record Date : 2/11/2016
First Name : Barry
Last Name : Plato
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,
Barry Plato

NEC DEIS Comments - RECORD #2809 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Richard N.

Last Name : Platt, Jr.

Stakeholder Comments/Issues :

This is highly disturbing. A plan that affects all of us but with very little or no advance publicity. It is especially bothersome that historic districts, commercial centers, etc. are endangered.

NEC DEIS Comments - RECORD #2879 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Cheryl

Last Name : Ploof

Stakeholder Comments/Issues :

Please strongly consider a rail stop on Palmer, MA. The pros heavily outweigh the cons and western Massachusetts needs the connection desperately. Both the Montrealer, and then the Vermonter, came up the route from New London, through Monson, then stopped in Palmer but didn't take on passengers. This is such a shame, and Palmers central raillocation makes it the perfect spot.

NEC DEIS Comments - RECORD #2845 DETAIL

Status : [REDACTED]

Record Date : 2/16/2016

First Name : Donald

Last Name : Plouffe

Stakeholder Comments/Issues :

There needs to be a stop in western ma and the Palmer station would be ideal. We have available parking that would accommodate many vehicles. Please consider amending this

NEC DEIS Comments - RECORD #2102 DETAIL

Status : ██████████
Record Date : 2/15/2016
First Name : Christopher
Last Name : Plumley
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 #1318 DETAIL

Status : ██████████
Record Date : 2/14/2016
First Name : Robert
Last Name : Poglitsch
Stakeholder Comments/Issues :

To whom it may concern

As a resident of Old Lyme CT I strongly oppose alternative number 1. While there is no doubt that the rail crossing over the Connecticut River needs to be modernized, rerouting it across the saltwater marshes of the Lieutenant River and through the historical district of Old Lyme would be ecologically and historically disastrous, not to mention destructive to the town itself, economically and to the residents, with erosion of property value. While alternative one is the least expensive and most plausible alternative, it makes the least sense as the other alternatives open up rail lines to currently unserved/underserved areas that would benefit economically and service wise from extending rail lines through those areas. It is my belief that even if alternative one were to be implemented, in a short period the other alternatives would be revisited and put into place, exponentially increasing the cost and enhancing the damage done to the community of Old Lyme. In closing, please consider the harm that would be done to the area by choosing alternative one, and realize the benefits of the other alternative. Cost benefit wise, it would seem to me that any of the alternatives to alternative one would be a wiser, more beneficial to all, choice.

Thank you

NEC DEIS Comments - RECORD #1870 DETAIL

Status : Pending

Record Date : 2/15/2016

First Name : Alan

Last Name : Poirier

Stakeholder Comments/Issues :

I am opposed to Alternative 1 because it will damage the Lyme Art School of the University of New Haven, and also the Florence Griswold Museum, the Old Lyme Inn, and many other historic buildings in Old Lyme - in addition it would be damaging to the town's economic center.

NEC DEIS Comments - RECORD #2051 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Charles E.

Last Name :

Pompea

Stakeholder Comments/Issues :

This plan to route the railroad through the quite beautiful town of Old Lyme would be a shame . This would dramatically effect the Lyme Art Academy which is a wonderful jewel for the state of Ct Say no to Alternative one

MR. POPPER: Yes, I did. So my name is Stuart, S-t-u-a-r-t, the last name is Popper, P-o-p-p-e-r. I am here as a member of the East Coast Greenway and specifically the Connecticut Chapter Committee.

I'd like to reiterate three points that some of my other fellow members of East Coast Greenway have brought up this evening. Those three points are we are asking the FRA to require Amtrak to do the following: to adopt an equivalent of Complete Streets, which we've started calling Complete Corridors. Specifically, Amtrak should always give proper consideration to sharing their corridors with bike/walk trails, especially when building new bridges.

No. 2, continued expansion and enhancement of bicycle roll-on/roll-off service throughout the Northeast Corridor, especially between New York and Boston.

No. 3, improved bicycle parking at stations owned and/or managed by Amtrak and for other stations working with pertinent parties to improve bicycle parking.

Again, I want to thank you for your efforts this evening, and we look forward to the final product. Thank you.

HEARING OFFICER SIEGEL: Thank you, Stuart. Sorry we missed you there.

NEC DEIS Comments - RECORD #2429 DETAIL

Status : XXXXXXXXXX
Record Date : 2/16/2016
First Name : Rebecca
Last Name : Porto
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 #1704 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

NANCY

Last Name :

POST

Stakeholder Comments/Issues :

Please, vote NO to alternative 1.

NEC DEIS Comments - RECORD #522 DETAIL

Status : Action Completed

Record Date : 2/3/2016

First Name : Aditya

Last Name : Pote

Stakeholder Comments/Issues :

Please add UConn as one of the destination in this plan as many students would love to use the service

NEC DEIS Comments - RECORD #404 DETAIL**Status :** Action Completed**Record Date :** 1/30/2016**First Name :** Bob**Last Name :** Potter**Stakeholder Comments/Issues :**

As a resident of Old Lyme, I am very concerned about the NEC proposal to re-route and build a new train track through the center of our historic village. I am sure every resident of Old Lyme shares this concern and opposition. I am also surprised that so little communication and public discussion has been organized and shared by NEC, particularly the rationale for building and re-routing new train tracks vs the existing route. Please provide me with more information on this proposal. Thank You.

NEC DEIS Comments - RECORD #3026 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Dennis
Last Name : Pough
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. 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 #800 DETAIL

Status : Action Completed

Record Date : 2/10/2016

First Name : John

Last Name : Pouliot

Stakeholder Comments/Issues :

Interested in keeping informed.

NEC DEIS Comments - RECORD #1140 DETAIL

Status : ██████████
Record Date : 2/13/2016
First Name : Brett
Last Name : Powell

Stakeholder Comments/Issues :

I oppose the project from the beginning, spending more time and taxpayers money, when we are in a deficit, losing jobs in CT, your own spending. What is important to the State is what Congressman Joe Courtney fights for.

12-15-15 NEC-NY

Jessie Powell?

MR. POWELL: I think I'll wait to the second.

THE MODERATOR: Okay. Another pass.

NEC DEIS Comments - RECORD #701 DETAIL

Status : ~~Not Completed~~

Record Date : 2/10/2016

First Name : John

Last Name : Prael

Stakeholder Comments/Issues :

Track work is needed badly on the NYC- Boston route to allow the train to operate at maximum speeds. New tunnels are needed entering NY Penn Station from New Jersey.

NEC DEIS Comments - RECORD #1837 DETAIL

Status :

[REDACTED]

Record Date :

2/15/2016

First Name :

Susan

Last Name :

Pranulis

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 #1587 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Bob
Last Name : Prater
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. I was at the meetings held in 1973 when Patuxent received FT Meade land and land was supposed to be kept for wildlife and people to use. I for one would not want one foot of land to be taken for the rail plan. Please find an alternate route and preserve the last stand of forest and wetland between Baltimore and Washington DC.

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, Bob Prater

NEC DEIS Comments - RECORD #2860 DETAIL

Status : Action Completed

Record Date : 2/16/2016

First Name : Diane

Last Name : Pratt

Stakeholder Comments/Issues :

The Florence Griswold Museum is the gem of Old Lyme, CT as well as being a national treasure. Nearby are the Lyme Art Association, the Lyme Art Academy, the Old Lyme Inn, the Bee & Thistle Inn, and the Old Lyme Congregational Church. These 6 establishments make up a unique center of 18th & 19th C architecture that offer fine dining, fine art, and classical music among their offerings. It is absurd to consider ruining this quintessential New England town center by building railroad tracks through it.

NEC DEIS Comments - RECORD #2518 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Jan

Last Name :

Prentice

Stakeholder Comments/Issues :

I strongly oppose Alternative 1 of the three high-speed railtrack routes proposed by the Federal Railroad Authority (FRA) in their Northeast Corridor (NEC) Future plan. I am an alumna of the Lyme Academy of Fine Art and my time spent in Old Lyme allowed me to cultivate a deep appreciation for the unique character of the town. The town has great significance in the history of American art. To gut this town in the way proposed would destroy a national treasure.

NEC DEIS Comments - RECORD #2541 DETAIL

Status :

[REDACTED]

Record Date :

2/16/2016

First Name :

Gary

Last Name :

Prestia

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 #1190 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Barbara

Last Name : Preston

Stakeholder Comments/Issues :

Your first order of business should be to Eliminate Alternative 1. This option would destroy the artistic, historical, cultural and environmental heart of Old Lyme. If you lived here, you would realize why I and others are Opposed to Alternative 1. Cheapest and easiest are not the best answers to the NEC Future.

NEC DEIS Comments - RECORD #1193 DETAIL

Status : Pending
Record Date : 2/13/2016
First Name : David
Last Name : Preston

Stakeholder Comments/Issues :

This very large project is dropped on this town with a very short time allowed for comment. The proposal would destroy our historic village as well as several long established educational and museum facilities. It would seriously disrupt conservation lands that have been designated as one of the last great places by The Nature Conservancy. We firmly believe there will be enormous resistance to these plans which will result in delays, huge legal and other costs, before the proposal is finally defeated if it is pursued.

Please don't waste the taxpayers money in its pursuit.

MR. PRESTON: Thank you. My name is Evan Preston. I'm the director of ConnPIRG, the Connecticut Public Industry Research Group.

I want to thank NEC Future and the folks doing work on this proposal because, from ConnPIRG's perspective, our status quo on transportation priorities is unacceptable for solving the problem that Connecticut has for consumers, for our economy and for our environment here.

The fact of the matter that in the Northeast Corridor particularly we have the ability to take advantage of existing networks and build upon them more so than some of the other places in the country is all the more reason to recognize the fact that America's transportation demands have changed, changed quite dramatically in the past generation.

So people from my generation, Millennials, are increasing seeking transportation options. You've heard from several of those folks earlier tonight, but this is a nationwide trend, that areas which have the ability to access the kind of connections and multimodal opportunities that Connecticut does and that the Northeast Corridor does should be taking advantage of those opportunities, as they're some of the best ways to target public investment and shifting our priorities toward things that will allow us to solve the transportation problems, keep people in the state, and have a more viable opportunity for people in the 21st century.

So I would encourage -- and we're glad to see the review of the proposals -- an aggressive approach to shifting our priorities from the past to the 21st century transportation options.

HEARING OFFICER SIEGEL: Thank you. Thanks a lot.

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.



To whom it may concern:

The Bicycle Coalition would like to see more bike parking and bike share opportunities listed as part of an integrated multi-modal approach.

We'd also like to see more roll-on access (on board bike parking) discussed.

Also more about the overall connectivity to bike network.

Finally - we need Amtrak to look at the example of 30th Street design for full multi-modal approach. Sefton too has done a good job of working bikes into their planning.

267-235-8523

Name: Bob Previd, Policy Coordinator Bicycle Coalition
Address: 1500 Walnut Street Suite 1107
19102
Email: bob@bicyclecoalition.org



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!

All right. The next speaker is Bob Previdi.

And apologies if I mispronounce anybody's name. You can correct it when you come up.

MR. PREVIDI: You did very well.

THE MODERATOR: Okay.

MR. PREVIDI: My name is Bob Previdi. I'm a policy coordinator for the Bicycle Coalition of Greater Philadelphia.

We just have a couple of comments to point you towards. It's obviously, our overall theme, with regards to your relationship between bikes and the Corridor.

And we'd like to see more discussions about bike parking at stations along the Corridor, as well as more of a discussion about roll-on access and ability to park your bike on the train itself.

Not related, but I was on a train trip in Helsinki, Finland, and not only did they have bike parking, you know those ball pits that they have at Ikea for the kids? They had one on board the train.

So just kind of thinking beyond just what we're traditionally used to thinking about as far as equipment is concerned.

Better connection, also, more — a discussion of better connections to the stations themselves.

You might, for an example, just look at what they've been doing, a fabulous job at 30th Street, Amtrak's been doing this for 30th Street in their plans for 30th Street Station.

A lot of discussion about how to make those connections with the existing infrastructure, Market-Frankford Line as well as the bike lanes, you know, connecting the station itself to the Corridor and more discussion like that.

And then just overall being more nimble with the right-of-way discussions, you know, rails to trails and that kind of thing.

Again, I think that SEPTA has done an excellent job of pointing in that direction and working with the Bicycle Coalition and other advocates on rails to trails issues.

But overall, we're pleased that you're having this, and we, you know, certainly are available for any comment or questions.

Thank you.

THE MODERATOR: Okay. Thank you, Bob.

NEC DEIS Comments - RECORD #1615 DETAIL

Status :

Record Date : 2/15/2016

First Name :

Last Name : Hotmail

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

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central. This area is recognized 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,

Myra Price

Sent from my iPad

NEC DEIS Comments - RECORD #1200 DETAIL

Status : Pending

Record Date : 2/13/2016

First Name : Nancy

Last Name : Price

Stakeholder Comments/Issues :

Please do not implement the Tier 1 Draft EIS that would totally destroy the historic village of Old Lyme, Ct. A high speed facility is probably essential but not as essential as a location of such historic value to the country not to mention the harm it would cause to this fragile environment.

NEC DEIS Comments - RECORD #2009 DETAIL

Status : Action Completed

Record Date : 2/15/2016

First Name : Alan

Last Name : Proctor

Stakeholder Comments/Issues :

To the Federal Rail Administration,

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

NEC DEIS Comments - RECORD #2436 DETAIL

Status :

Pending

Record Date :

2/16/2016

First Name :

Robert

Last Name :

Proctor

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 #1879 DETAIL

Status : [REDACTED]

Record Date : 2/15/2016

First Name : Gus

Last Name : Proestakis

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.

12-15-15 NEC-NY

Okay. Without further ado, I'm going to open up the mic to the first speaker and that's Gary Prophet.

Just make sure that mic is on to Gary, since you're first.

MR. PROPHET: It's always the responsibility being the first person, right.

Hello.

A VOICE: No, it's not.

MR. PROPHET: Hello.

THE MODERATOR: Perfect.

MR. PROPHET: Okay. Now we're on.

Yes, so I'm Gary Prophet. Last name is P-r-o-p-h-e-t. And I'm the Vice President of the Empire State Passengers Association.

I just have a few comments based on the alternatives and what I've seen in the past and, also, here today.

First of all, Alternative 1, obviously, most of the items in there are absolutely necessary with the New York City tunnels over to New Jersey.

The Hackensack Bridge, the Baltimore Tunnels and a re-route around New London, Connecticut to allow a little better speed and a little better service up in that area and to get around some of the boat traffic issues that are an issue up in Connecticut.

One thing I saw missing though was thru service from New Haven up to Hartford, Springfield and over to Boston. Right now that's a shuttle service. If some of you can remember back a number of years, that used to allow thru service from New Haven to Boston through Springfield and through the area that the Lakeshore Limited currently goes through. And that area is still -- still a main line of CSX. And there's no reason why Amtrak cannot use that as an alternative route for train -- for rail passenger service.

Obviously, that route is not going to be 150 miles an hour but even at 90 or 100 miles an hour, that provides an alternative route for people and, also, provides thru service for people to get from New Haven and from Hartford up to Boston in a speedy way and really connects Hartford and Connecticut into the Northeast Corridor, even though it may not qualify as, you know, high speed for 150 miles an hour.

12-15-15 NEC-NY

Also, we obviously need more equipment. For those of you who frequently ride the service, the antiquated equipment was mostly built along 30 -- 30 years ago. And for those of us traveling around holidays, it was disappointing to see that a lot of the trains were operating with only six, seven, eight cars. There's no reason why during the holidays every single train is not 10, 11 cars and that's true on the Northeast Corridor, and it was also true on the Empire Corridor where some trains just operated with just six cars, were sold out six weeks in advance but Amtrak just doesn't have the equipment to do it.

So I think as part of any type of rebuilding, you need to immediately to look at getting new equipment and new single level coaches for passengers to ride because there isn't even enough to meet the demand of today.

Also, common ticketing is certainly a requirement. I grew up in Buffalo where EZ Pass was first tested. That was tested for several years before it went anywhere else. So I know it's a long process, an involved process, longer than maybe most of the public might think as far as getting -- as getting EZ Pass done but, certainly, through ticketing with Amtrak and the Corridor, would certainly help out.

And my last point was, some idea for the future, which I haven't heard mentioned anywhere and seen anywhere, is the locomotive. Obviously, the Northeast Corridor is electrified but south of Washington and also north of New Haven to Hartford, currently isn't. There's is some type of dual locomotive that could actually operate from Richmond up to the Northeast Corridor up to Hartford, and over to Boston without having to change the locomotive anywhere. Obviously, we wouldn't need a lot of them but just a few of them would provide a lot of that additional flexibility and connect a lot of people in the Northeast Corridor much better.

As far as option 3, I really don't see too much funding for that so I think it was entertaining to look at some of the panels but I'm not sure that's really going anywhere in the future of the public with the cost estimates for that.

And thank you very much.

THE MODERATOR: Thank you, Gary.



Mayor of Providence

Jorge O. Elorza

December 9, 2015

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

Dear Ms. Reyes-Alicea,

The City of Providence has closely followed and evaluated the Federal Rail Administration's (FRA) work to assess and select a preferred alternative for future investments in passenger rail service for the Northeast Corridor. After careful review and consideration of the alternatives presented within the draft Environmental Impact Statement, I wish to offer the following comments on the options that are currently under consideration by the FRA on behalf of the City of Providence. I support the FRA's efforts to grow and transform the role of passenger rail service and am particularly enthusiastic about improved high speed connections to Providence. The inclusion of an additional two-track segment between Washington, D.C., and Boston in Alternatives 3.1 and 3.2 would support high speed service connecting directly to Providence at speeds up to 220 miles per hour, reducing overall travel time to and between Washington, D.C. and Boston by as much as three hours.

As the capital City of Rhode Island and the 39th most populated metropolitan area in the United States, Providence is an important hub within the northeast corridor as both a commuter base and a destination. I strongly oppose any alternative that excludes Providence from critical future investments, resulting in high-speed rail service bypassing our city. The selection of Alternatives 3.3 (Washington, D.C. to Boston via Long Island/Worcester) or 3.4 (Washington, D.C. to Boston via Central Connecticut/Worcester) have the potential to be disastrous for Providence, eliminating the possibility of high speed rail and other passenger rail upgrades in our city and bypassing a critical connection to the existing northeast corridor in Providence. If Alternative 3 is to be selected, we strongly urge the selection of either Alternative 3.1 (Washington, D.C., to Boston via Central Connecticut/Providence) or Alternative 3.2 (Washington, D.C. to Boston via Long Island/Providence). Either of these two options would improve interaction with the existing northeast corridor at major hubs, including Providence, while still providing service to new markets that would provide a boost to the metropolitan Providence region. To cut the City of Providence off from future high-speed rail service by connecting to Worcester rather than Providence would be a detriment to the entire northeast region, causing negative impacts to both transportation and our economy. For similar reasons, I recommend a revision to Alternative 1 which, based on Table 7-1-10, does not appear to include Providence as a "Major Hub," but rather lists it as a "Local Hub."

As a key transportation center, Providence is a critical destination. In 2012, the Providence-New Bedford-Fall River Metropolitan Area had over 750,000 daily commuters, nearly double the number of

commuters as the Worcester Metropolitan Area. Intercity ridership at Providence Station rose by 31% from 2006 to 2012 and continues to grow, as the Providence Amtrak station is currently the 15th busiest station in the country and the third busiest station in New England. Providence Station is also the third busiest MBTA station in the MBTA network, second only to South Station and Back Bay Station in Boston.

The Providence metropolitan area is also a strong economic center for the country, ranked as the 43rd largest gross metropolitan product in 2014, producing \$75.9 billion with a projected 4% annual growth rate for the economy predicted between 2014 and 2021. By comparison, the Worcester metropolitan area was ranked 69th with only \$38.5 billion in gross metropolitan product in 2014. With development underway on 19 acres of prime real estate downtown, recently made available by the relocation of Interstate 195, a stronger connection to New York City, Boston and other points within New England is needed to continue to meet the demand of the growing number of employees and residents in the core of our City. For many of the numerous new developments underway, including a one million square foot high-end research and innovation center and meeting destination, connections to future high-speed passenger rail service are critical. For Providence to be able to continue to support existing investments such as this and to attract this level of investment in the future, a strong connection to the growth and transformation of passenger rail service is essential.

I look forward to remaining engaged in the NEC Future planning effort as the FRA proceeds to select a preferred alternative. It is critical that the City of Providence must be included as a "Major Hub" in the preferred alternative. More frequent service, faster travel times, and connections to new markets not currently served by passenger rail would create new opportunities for Providence and create positive environmental, economic, and transportation impacts extending beyond Rhode Island's capital city to benefit the entire region.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Elorza', with a horizontal line extending to the right.

Jorge O. Elorza
Mayor



THE PROVIDENCE
FOUNDATION

GREATER
PROVIDENCE
CHAMBER OF
COMMERCE

February 3, 2016

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

Dear Ms. Reyes-Alicea:

Enclosed please find the statement, regarding the Tier 1 Draft EIS, of The Providence Foundation and the Greater Providence Chamber of Commerce.

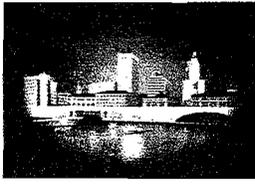
We have submitted the identical statement electronically to comment@necfuture.com.

Thank you for the opportunity to comment.

Sincerely,

Daniel A. Baudouin
Executive Director
The Providence Foundation

Janet Raymond
Senior VP of Economic Development
Greater Providence Chamber of Commerce



THE PROVIDENCE
FOUNDATION

GREATER
PROVIDENCE
CHAMBER OF
COMMERCE

STATEMENT

NORTHEAST CORRIDOR

The Providence Foundation and the Greater Providence Chamber of Commerce appreciate this opportunity to support the efforts of the Federal Rail Administration to improve and upgrade the Northeast Rail Corridor.

The Providence Foundation is a private sector, not-for-profit organization whose core purpose is *“to create an environment that is conducive to growth and sustained investment making Providence, particularly downtown, the premier mid-size city in the country.”* The Foundation is supported by 140 leading companies and institutions.

The Greater Providence Chamber of Commerce is Rhode Island’s leading chamber of commerce with over 1,500 business members.

The Foundation and the Chamber are in support of the following:

1. More frequent regional and Acela Amtrak service.
2. New dedicated tracks for true high-speed rail along the corridor. The high speed rail should serve downtown Providence, one of the busiest stations in the Northeast Corridor, with the new high speed rail service between Boston and New York. **Regardless of the selected alternative, Providence should be the major station that accommodates all high speed rail service between New York and Boston because of the high, growing demand in Providence.**
3. More reliable, frequent and faster commuter service between Providence and Boston.
4. Short-term improvements to improve and enhance tracks and service between Providence and Boston should be a priority.
5. Table 7, NEC Population Forecasts and Table 8, NEC employment forecasts seriously underestimate population and jobs for the Providence area. The 2014 Census states that the Providence MSA has a population of 1,300,000. If we were to include New Bedford area, the population is about 1,600,000. Combining Providence MSA and New Bedford follows the same principle as combining Hartford with Springfield on the tables; both cities are about 30 miles apart. Similarly, the jobs figure on Table 8 should be about 649,000 including New Bedford.
6. Unrestricted freight service along the corridor. In Rhode Island, there are 43 customers employing 5,700 people that use rail for freight services.
7. The expansion or possibly the construction of a new train station in downtown Providence to accommodate the expected significant increase in ridership in the next several decades. The new and expanded station should be an intermodal transportation center served by local buses, and interstate buses, and trolleys and bicycles.
8. The covering of the tracks from the existing station to Smith Street should be evaluated and incorporated. The covering of these tracks are part of the long standing Capital Center District Plan for which the train station is a part.

The downtown Providence station is Amtrak’s 15th busiest nationwide and together with MBTA accommodates more than 1,000,000 travelers a year. This is partially due to the increase in the number of jobs, residences, hotels, universities, and commercial space within walking distances. As downtown continues to develop, train station usage will increase.

NEC DEIS Comments - RECORD #1581 DETAIL

Status :

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,

NEC DEIS Comments - RECORD #2437 DETAIL

Status : ██████████
Record Date : 2/16/2016
First Name : Kristen
Last Name : Przyborski
Stakeholder Comments/Issues :

First I would like to say that I support the idea of an updated rail system. It is an important project that will benefit the state of Connecticut.

However, Alternative 1 of the proposal is problematic.

I have a PhD in biological oceanography and have spearheaded a dune restoration project on the nearby Thames River. I also have taught courses with relevant topics such as the Ecosystem of Long Island Sound and the Societal Impact of Global Climate Change.

Our aquatic areas are under direct assault from a number of fronts. Old Lyme is a veritable treasure trove of natural coastal niches. Building a rail line through this area would threaten an ever shrinking coastline.

Several years ago I worked with my students on an American Eel research project on a tributary of the Connecticut River in Old Lyme. The early life stages of this embattled species are known as glass eels. Most coastal areas are seeing significantly reduced numbers of this life stage due to dam construction and marine pollution. However, in the area of Old Lyme glass eels can be found in staggering numbers in April. This is a very important area for the preservation of this species.

Furthermore, we will see significant sea level rise in the coming decades. Building a rail system so close to the shore makes absolutely no fiscal sense. We do not yet know the extent of the sea level rise that we will experience here, but most scientists are predicting that the east coast of the US is likely to be affected even more so than other areas of the US.

I believe Alternative 1 should be abandoned in light of these concerns. Other alternatives that push the rail inland make far more sense.

NEC DEIS Comments - RECORD #2548 DETAIL

Status : Pending
Record Date : 2/16/2016
First Name : Lukasz
Last Name : Przybylek
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 #2060 DETAIL
--

Status : [REDACTED]

Record Date : 2/15/2016

First Name : John

Last Name : Pucciano

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 graduate of the University of New Haven's MBA program; a former candidate for Congress in CT3 and a former Chair of the Better Business Bureau of South Central Connecticut, I believe alternative 1 will adversely impact 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 #867 DETAIL

Status :

[REDACTED]

Record Date :

2/11/2016

First Name :

Mary

Last Name :

Pullen

Stakeholder Comments/Issues :

TAKE ALTERNATIVE 1 OFF THE TABLE

Alternative 1 will destroy the historic district of Old Lyme. It will destroy the historic Lieutenant River. It's planned to measure 5,000 ft. wide! The State of CT cannot permit this to happen to the very historic Old Lyme, CT. This should not and cannot be built .

NEC DEIS Comments - RECORD #804 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Diana

Last Name : Pulvirenti

Stakeholder Comments/Issues :

ANY kind of added extra train routes would be fabulous! I hate flying and with my retired husband working in their cities on occasion give me the opportunity to ride with Amtrak which I love. I'm planning on introducing my children and grandchildren to the joys of traveling with Amtrak as well. You should add more routes and upgrades all the time. I usually get a sleepette or business class on every trip that I take no matter the traveling time because I simply like riding with Amtrak. Keep it up-you'll also get a higher income traveler as well.

NEC DEIS Comments - RECORD #1818 DETAIL

Status :

Action Complete

Record Date :

2/15/2016

First Name :

Melanie

Last Name :

Puryear, PHD

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 #2201 DETAIL

Status : Pending
Record Date : 2/15/2016
First Name : Paul
Last Name : Pusateri
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 #1866 DETAIL

Status : [REDACTED]
Record Date : 2/15/2016
First Name : Mary Ann
Last Name : Putney
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 #929 DETAIL

Status : [REDACTED]

Record Date : 2/11/2016

First Name : Timothy W.

Last Name : Brennan

Stakeholder Comments/Issues :

Dear Madame/Sir:

Comments by the Pioneer Valley Planning Commission on the NEC Future Tier 1 DEIS are attached as a PDF. There should be 7 pages. Please contact me if you have any questions or trouble with this file.

Thank you,

David Elvin, Senior Transit Planner
Pioneer Valley Planning Commission
60 Congress St., Springfield MA 01104
413-781-6045
www.pvpc.org

Attachments : PVPC Comments on NEC Tier 1 DEIS 02-11-16.pdf (449 kb)



Catalyst for Regional Progress

PVPC

Timothy W. Brennan Executive Director

February 11, 2016

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

SUBJECT: Comments on Northeast Corridor (NEC) Future Tier 1 Draft Environmental Impact Statement

Dear Ms. Reyes-Alicea:

Thank you for the opportunity to comment on the NEC Future Tier 1 Draft Environmental Impact Statement (DEIS). We recognize the tremendous effort that you and your team have put forth in advancing the NEC Future project to this important milestone.

1. PVPC BACKGROUND

The Pioneer Valley Planning Commission (PVPC) is the designated regional planning agency for the 43 municipalities and 627,000 residents comprising Hampden and Hampshire Counties in western Massachusetts, the entirety of which is encompassed within the NEC Future study area. PVPC is the largest regional planning district outside of metro Boston; we staff our region's Metropolitan Planning Organization (MPO), and we provide comprehensive ongoing planning support to the Pioneer Valley Transit Authority (PVTA).

The PVPC region is a subarea of the Knowledge Corridor, a bi-state region that reaches from New Haven, Connecticut north along I-91 and the historic Connecticut River railroad line to Greenfield, Massachusetts. It is home to numerous educational and medical anchor institutions, as well as other knowledge-dependent employers. The Knowledge Corridor grew in part out of PVPC's long-standing cross-border partnership with our sister regional planning agency, the Capitol Region Council of Governments (CRCOG), an agency which serves 38 municipalities and nearly 1 million residents of the Greater Hartford region, as well as PVPC's leadership role in the formation of the New England Knowledge Corridor Partnership sixteen years ago.

Together, PVPC and CRCOG successfully completed a \$4.2 million planning program grant in 2013 funded by the U.S. Department of Housing and Urban Development's Sustainable Communities Initiative. Two leading priorities of the action plan for this project, "One Region, One Future," are the enhancement of passenger rail connections with the New York City and Boston markets, and stepping up strategies to accelerate transit-oriented development at passenger rail stations. Also as part of this program, CRCOG and PVPC produced a TOD market analysis, "Making It Happen," which strongly recommends directing government development resources to existing passenger rail station areas and focusing on infill development in the Knowledge Corridor region. We urge the NEC Future team to review these two federally funded plans so that their relevant recommendations may be better incorporated in the NEC Future program.

2. REQUEST FOR A TIER 2 PHASED EIS PROGRAM

We agree with FRA that the success of the NEC Future program depends on a "think big" perspective and the serious consideration of a range of approaches for improving rail service throughout the study area.

Unfortunately, we find that the Tier 1 DEIS does not fully achieve this goal, primarily because it does not include an alternative or variant to evaluate high quality service along the New Haven/Hartford/Springfield/Worcester/Boston Inland Route Rail corridor; nor does it fully account for significant current and planned transportation investments that will occur as part of the No Action Alternative. Because of these omissions, the Tier 1 DEIS does not appear to evaluate all of the potential benefits that improved rail connectivity contemplated by NEC Future would bring to this corridor and the broader New England region, particularly in the City of Springfield, where public and private investments in new and recently completed projects now tops \$2.7 billion.

Therefore, we strongly urge FRA to initiate a phased Tier 2 EIS program for NEC Future, as recommended by the Connecticut Department of Transportation and the Capital Region Council of Governments, that focuses on enabling all projects that are now programmed and/or in the planning stages, as well as those necessary to maintain a state of good repair and deliver maximum safety, speed, and capacity on the New Haven-Hartford-Springfield corridor. We further concur with ConnDOT and CRCOG that the first phase of this Tier 2 EIS program must include evaluation and project support for the Hartford-Springfield region, including the Inland Route, enhanced connections to Bradley International Airport, and other elements of the federally funded Knowledge Corridor initiative. A second phase of a Tier 2 EIS program could then be devoted to the development and comprehensive evaluation of potential new alignments and the substantially greater investments that will be needed to construct and operate them.

3. REQUEST FOR TIER 1 SUPPLEMENTAL DEIS

To advance the pending Tier 1 EIS program, PVPC requests that FRA prepare a Tier 1 Supplemental DEIS (S/DEIS) that addresses deficiencies in the subject DEIS described below before a Preferred Alternative is selected and a Tier 1 Final Environmental Impact Statement is issued. In the event that FRA chooses not produce a Tier 1 S/DEIS or comparable remedy, PVPC can only lend its support the No Action Alternative, which we're convinced includes several actions that can advance the goals of the NEC Future program in our region.

A Tier 1 S/DEIS is needed because the subject DEIS does not include an Inland Route alternative or variant and therefore does not fully account for the leverage effects of substantial transportation investments by federal, state, and municipal agencies that are already occurring and are anticipated in this corridor in Massachusetts and Connecticut. These include the Springfield Union Station Regional Intermodal Center, New Haven/Hartford/Springfield (The Hartford Line) commuter rail, the Northern New England Inland Rail Initiative (of which the Inland Route is a part), the replacement of the Route I-91 viaduct in downtown Springfield, and a planned bus rapid transit system in Springfield.

Moreover, we believe the lack of an Inland Route alternative or variant misses the opportunity to better assess the intermodal and access benefits for regional air traffic relief potential of a high capacity rail connection to western New England's largest airport, namely Bradley International Airport in Windsor Locks, Connecticut.

Also, the lack of an alternative or variant to evaluate high capacity rail service via Springfield poses equity concerns. According to U.S. Census data, in 2014 Springfield's poverty rate exceeded 29% and there were more than 49% residents of color. Further, the city is the center of the U.S.'s third most

segregated metro area by race, according to a 2013 Fair Housing and Equity Assessment for the region. Therefore, the lack of evaluation of high quality rail service to Springfield that is comparable to the other new segments that are contemplated in New England does not appear to be fully consistent with federal regulations and policies for equity and environmental justice, including Title VI of the Civil Rights Act.

4. COMMENTS ON THE TIER 1 DEIS

PVPC offers the following comments and information to be addressed in a Tier 1 S/DEIS or comparable remedy.

4.1 A new alternative or a variant to Alternative 2 should be added that evaluates high quality passenger rail service along the Inland Route (Hartford/Springfield/Worcester/Boston) corridor.

In our initial project scoping comments submitted in 2012, as well as our comment letter of April 24, 2014 submitted jointly with CRCOG following the NEC Future agency meetings, we emphasized the importance of evaluating high quality rail service on the Inland Route rail corridor and specifically to Springfield. We again refer FRA to these submissions and ask that their recommendations be fully addressed in the Tier 1 S/DEIS. We believe that the omission of an alternative or variant with direct high capacity service to Springfield will not allow the NEC Future project to meet FRA's overall goals, particularly to enhance economic competitiveness of the Northeast Region, expand rail's market share, and enhance the integration between transportation investments and local development.

Developing high quality passenger rail service along the Inland Route corridor is a central priority of the Northern New England Intercity Rail Initiative (NNEIRI), a stellar collaboration among three New England states and the federal government. More specifically, the NNEIRI is an FRA partnership with the Massachusetts Department of Transportation, the Vermont Department of Transportation, and the Connecticut Department of Transportation intended to plan for high speed rail service on: 1) the Inland Route from New Haven to Boston via Hartford, Springfield, and Worcester; and 2) the Boston-to-Montreal Route via Springfield. MassDOT is now a lead recipient of this recently completed feasibility study of renovating the Inland Route for rail passenger service and is cooperating with VTrans on plans that would implement the Boston-to-Montreal route. These are services with broad and longstanding public support in which Springfield would serve as a central hub and transfer point. Estimated annual ridership at Springfield from these services alone is estimated 97,000 passengers, which would likely have significant benefits on NEC ridership and station-area economic impacts. Yet this key initiative receives little consideration in the subject DEIS. It appears to be referenced only once, briefly on page 4-19, and is not included in Section 7.20 Cumulative Effects. We believe the NNEIRI project is highly relevant to the NEC Future effort, especially given that the Inland Route was designated as an additional part of the Northern New England High-Speed Rail Corridor, along with the route between Springfield and Albany, under the provisions of the Consolidated Appropriations Act, 2005 (PL 108-447) of 2004.

The Inland Route merits inclusion as an NEC Future Tier 1 alternative or variant for a variety of other reasons, as well. Chief among these are:

- The Inland Route serves Worcester and Springfield, which are Massachusetts' second and third largest cities respectively.
- The Inland Route offers greatly improved intermodal connectivity to our region's major airport, Bradley International in Windsor Locks, CT, and associated parking and car rental facilities. A high capacity rail connection to Bradley would close an existing gap in current and planned rail

services between Hartford and Springfield and allow the airport to function better as a congestion reliever to the major airports in the New York City and Boston markets.

- The Inland Route would provide critical redundancy and function as the second spine of the NEC north of New York City, which is cited as an urgent need in Section 3.4.5; in fact, Amtrak already uses the Inland Route during service disruptions on portions of the Connecticut Shore Line.
- Upgrading the Inland Route to high capacity rail service would likely involve fewer land takings and environmental impacts than the Alternative 2 cross-Connecticut alignment.
- Improvements to the Inland Route and its existing stations would support greater transit-oriented development and infill, which are leading development and redevelopment priorities of numerous state, regional, and municipal plans, policies, and programs.
- The Inland Route would offer greater sustainability, as it would leverage many existing and planned transportation investments in Connecticut and Massachusetts, and promote infill development in the vicinity of existing stations.
- Improvements to the Inland Route would add redundancy and interconnectivity for regional and national freight rail, especially the Class I service from Boston to the West Springfield intermodal terminal and points west, which is designated a priority corridor by the Massachusetts State Rail Plan of 2010.

In the Initial Alternatives Report (Appendix B2), we do not find a clearly stated rationale for FRA's dismissal of the initial alternatives for high quality service along the New Haven/Hartford/Springfield/Worcester/Boston alignment (Alternative IDs North 32, 33, and 34 "New Haven Line via Springfield"). The report makes the general statement that these initial alternatives "...underperformed when compared to the other route options and were not advanced for further consideration..." However, there is no scoring or further narrative rationale presented to justify their rejection. Generally, there does not appear to be a clear prioritization or weighting of the metrics for FRA's preliminary alternatives evaluation criteria (Table 4-3).

Finally, the lack of an alternative or variant with direct high capacity service to Springfield raises equity concerns. In 2014, Springfield's poverty rate exceeded 29% (compared to 11.6% statewide) and there were more than 49% residents of color (compared to 20.0% statewide). The city is the center of the U.S.'s third most segregated metro area by race, according to a 2013 Fair Housing and Equity Assessment for the region. Therefore, the S/DEIS ideally should present and evaluate an alternative or variant for direct high quality rail service to Springfield that is comparable to the current Alternative 2.

4.2 The No Action Alternative should be revised to better reflect committed and planned transportation improvements in the interstate Knowledge Corridor region.

The No Action Alternative apparently omits or gives limited consideration to significant transportation projects and other public and private developments in Springfield that are occurring—and which now exceed \$2.7 billion—that will enhance and benefit from rail and transit connectivity. Because the No Action Alternative functions as the baseline condition from which the impacts of the other alternatives are measured, it is critical that it include as much known information about new developments as possible. We disagree with the assumption asserted throughout the DEIS that "Improvements included in the No Action Alternative will not greatly change the services provided along the existing NEC," as

stated in Section 7.11.4.1 No Action Alternative. For example, NHHS service from New Haven to Springfield will greatly change services available at the NEC's New Haven hub.

(To better clarify the purpose of the No Action alternative to the reader, we suggest that its name be changed from "No Action" to "Existing Actions" or "Transportation Demand Management" to better reflect the fact that actions to address demand are already occurring—and more are planned—in portions of the study area.)

Actions that we're convinced merit more robust description and analysis as part of the No Action Alternative include:

- **Springfield Union Station.** More than \$88 million in federal, state, and local funds have been invested in this Springfield Redevelopment Authority project to reopen this historic station by 2017 as an regional intermodal facility for Amtrak Northeast Regional service, Hartford Line commuter rail to/from New Haven via Hartford, intercity bus service, public transportation (fixed route and paratransit) by Pioneer Valley Transit Authority, parking, and taxis. The description of this project should also be expanded in Chapter 7.20 Cumulative Effects.
- **New Haven/Hartford/Springfield (The Hartford Line) commuter rail service from Springfield to Hartford and New Haven.** Managed by Connecticut Department of Transportation, the Hartford Line project involves \$643 million in federal and state commitments. Service is scheduled to commence in 2018 and it will double daily passenger rail service between Springfield and New Haven, with 30-minute peak hour frequencies. At New Haven, passengers can connect to Amtrak Acela and Regional services, Metro North Commuter Rail, as well as regional and local bus services. On page 4-38 the DEIS states that the No Action Alternative assumes the same types of Amtrak and commuter rail services on the NEC spine "and connecting corridors (i.e., to Springfield, MA; Harrisburg, PA; Albany, NY; or Richmond, VA)". Yet the Hartford Line will provide an entirely new high capacity commuter rail line between New Haven and Springfield, in addition to existing Amtrak Regional service, and, thereby, will dramatically increase passenger rail connectivity within the Springfield connecting corridor and to the NEC at New Haven.
- **Northern New England Intercity Rail Initiative.** This project (described with additional detail above) is planning for high-speed intercity service between Boston and New Haven on the Inland Route and from both Boston and New Haven to Montreal via Springfield. Both these services will have significant impacts on NEC ridership, and the impact of connections at Springfield, Worcester and Boston—impacts that we'd urge be fully addressed.
- **Springfield Bus Rapid Transit.** The Pioneer Valley Transit Authority, in concert with MassDOT, the City of Springfield and other partners, has begun planning a BRT service originating at Springfield Union Station. This service would be similar to Connecticut's *CTfastracks* BRT line, which connects to passenger rail at Hartford Union Station. PVTA's BRT system could be operating within five years.
- **Springfield-Greenfield Passenger Rail.** Planning is now advancing for passenger rail service on the Knowledge Corridor alignment north from Springfield to Holyoke, Northampton, and Greenfield. Pilot service could begin in 2017, feeding additional riders to Amtrak and Hartford Line services and connections with the NEC.

4.3 Improve equity and environmental justice criteria and considerations.

We suggest that equity and environmental justice issues be considered in census tracts that are within a 1-mile buffer of all the preliminary alternatives considered, rather than just within 1-mile buffer from the alignments of the three proposed alternatives.

Correspondingly, it is important to include an equity and EJ analysis as part of the baseline conditions. The DEIS does not appear to do so, as it states on page 7.11-9: "The FRA did not quantify the effects of the No Action Alternative..." with respect to the resources considered for environmental justice listed in that section in the existing NEC spine corridor or the broader study area. Yet the No Action Alternative includes projects, such as the NHHS commuter rail and Springfield Union Station, that are likely to have impacts on environmental justice populations.

Criteria for evaluating demographic information related to equity from the study area can be improved. For example, the evaluation criteria for (Table 4-3) do not explicitly include environmental justice, equity or sustainability factors. Section 7.11 does not list criteria and associated measures for social equity and environmental justice that have been identified by federal, state and regional agencies.

4.4 The explanation of how positive impacts to, and resulting from, NEC's direct and indirect links to regional rail, local transit services, and other modes, should be improved.

Because Massachusetts and Connecticut are the states where Alternatives 1, 2 and 3 vary the most in terms of geography, population, and businesses and employment centers served, it is important that state and regional level evaluations be included.

We believe the S/DEIS should include more context-sensitive factors for both travel and economic development to improve the sensitivity of the alternatives evaluation for: 1) markets that currently have high speed rail service; 2) markets that currently have regional rail service; and 3) markets that currently have little or no rail service of any type. This market differentiation is especially important in the North region of the study area (MA, CT and RI), where Alternatives 1, 2, and 3 offer a wider range of options to serve existing and new markets, as compared to the NEC Future's Central and Southern Regions. In addition, the prioritization and weighting of alternatives evaluation criteria ("need-based" and "other" factors) could be clarified.

4.5 The findings and recommendations of Massachusetts State Rail Plan 2010 should be addressed.

We do not find documentation that the DEIS incorporates the Massachusetts Rail Plan 2010, which contains relevant information about passenger and freight rail service existing conditions and priorities for future rail growth in Massachusetts.

5. CONCLUSION

PVPC greatly appreciates FRA's effort to improve the transportation system and economy of the U.S. with a plan for long term investments in the NEC Corridor.

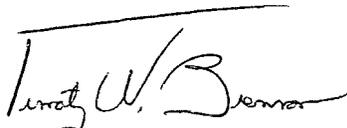
We believe that the project will be best served by FRA's initiation of a phased Tier 2 EIS program that would in its first phase focus on assuring the success of existing and planned projects and services in the Knowledge Corridor region and in its second address the larger issues of new alignments and larger costs.

Regarding the subject Tier 1 DEIS, we recommend that FRA prepare a Supplemental DEIS addressing the comments and recommendations that we have offered on the DEIS to help achieve FRA's project goals.

In the event that FRA chooses not produce a Tier 1 Supplemental DEIS or comparable remedy, the PVPC can only lend its support the No Action Alternative, which we're convinced includes several actions that can advance the goals of the NEC Future program while simultaneously benefitting our region and its over 627,000 residents.

Thank you for the opportunity to offer our comments and recommendations. We stand ready to assist in any fashion that your team may find useful.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy W. Brennan". The signature is written in a cursive style with a horizontal line above the first few letters.

Timothy W. Brennan
Executive Director

TWB/de

cc: Western Massachusetts Federal Congressional Delegation
Western Massachusetts State Legislative Delegation
S. Pollack, Secretary of Transportation, MassDOT
J. Redeker, Commissioner, ConnDOT
Pioneer Valley MPO Members
M. MacInnes, Administrator, Pioneer Valley Transit Authority
L. Wray, Executive Director, CRCOG
R. Sullivan, Economic Development Council of Western Massachusetts