Appendix FF
Agency and Public Involvement

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<th>Name</th>
<th>Title/Position</th>
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<tr>
<td>Bill Parsons</td>
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<tr>
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<td>Jacqueline Donaldson-Grey</td>
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<td>Marilyn Jamison</td>
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<td>Anish Kumar</td>
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<td>Walt Livingston</td>
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<td>Rich Lobron</td>
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<tr>
<th>Name</th>
<th>Title/Position</th>
<th>Address</th>
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<td>Susan Bachor</td>
<td>Delaware Tribe Historic Preservation Representative</td>
<td>Delaware Tribe Historic Preservation Office</td>
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<td>170 N.E. Barbara</td>
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<td>East Coast Office P.O. Box 64</td>
<td>Bartlesville, OK 74006</td>
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<td>Dr. Brice Obermeyer</td>
<td>Delaware Tribe Historic Preservation Officer</td>
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<td>Chester Brooks</td>
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<td>Blair Fink</td>
<td>Delaware Tribe Historic Preservation Representative</td>
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<tr>
<td>Marissa Turnbull</td>
<td>THPO, Natural Resources Protection &amp; Regulatory Affairs</td>
<td>Mashantucket (Western) Pequot of Connecticut</td>
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<td></td>
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<td>550 Trolley Line Blvd.</td>
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<td>P.O. Box 3202</td>
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<td>Cedrick Cromwell</td>
<td>Chairman Mashpee Wampanoag Tribe</td>
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<td>483 Great Neck Rd. South</td>
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<td>Ramona Peters</td>
<td>THPO</td>
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<td>David Weeden</td>
<td>Mashpee Wampanoag Tribe</td>
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<td>Autumn Cholewa</td>
<td>Administrative Assistant</td>
<td>Mashpee Wampanoag Tribe</td>
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<td>13 Crow Hill Rd.</td>
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<td>James Quinn</td>
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<td>Doug Harris</td>
<td>THPO</td>
<td>Narragansett Indian Tribe of Rhode Island</td>
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<td>4425 South County Trail</td>
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<td>Matthew Thomas</td>
<td>Chief Sachem</td>
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<td>Daniel Collins</td>
<td>Chairperson</td>
<td>Shinnecock Indian Nation</td>
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<td>Chairperson</td>
<td>PO Box 5006</td>
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<td>Chairperson</td>
<td>Southampton, NY 11969</td>
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<tr>
<td>Marguerite A. Smith,</td>
<td>Office of Tribal Trustees/Legal</td>
<td>Shinnecock Indian Nation</td>
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<td>Esq.</td>
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<td>Southampton, NY 11969</td>
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<td>Bonney Hartley</td>
<td>Tribal Historic Preservation Officer, New York Office</td>
<td>Stockbridge-Munsee Mohican Tribal Historic Preservation</td>
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<td>Troy, NY 12180</td>
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</table>
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<td>Regina Aris</td>
<td>Baltimore Metropolitan Council</td>
<td>McHenry Row, Suite 300</td>
<td>Baltimore, MD 21230</td>
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<td>Robert Berger</td>
<td>Baltimore Metropolitan Council</td>
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<td>Larry Klimovitz</td>
<td>Baltimore Metropolitan Council</td>
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<td>Baltimore, MD 21230</td>
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<td>Barry Seymour</td>
<td>Delaware Valley Regional Planning Commission</td>
<td>190 N. Independence Mall West, 8th Fl.</td>
<td>Philadelphia, PA 19106-1520</td>
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<td>Chris Puchalsky</td>
<td>Delaware Valley Regional Planning Commission</td>
<td>190 N. Independence Mall West, 8th Fl.</td>
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<td>Amy Bernknopf</td>
<td>Delaware Valley Regional Planning Commission</td>
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<td>Greg Hiller</td>
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<td>Gregory R. Krykewycz</td>
<td>Delaware Valley Regional Planning Commission</td>
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<td>Andrew Merkel</td>
<td>Comprehensive Planning Manager</td>
<td>Adams Rural Transportation Study</td>
<td>Gettysburg, PA 17325</td>
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<td>Glenn R. Knoblauch</td>
<td>Berks County Planning Commission</td>
<td>633 Court St., 14th Fl.</td>
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<td>Alan D. Piper</td>
<td>Berks County Planning Commission</td>
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<td>Randy Waltermyer</td>
<td>Chester County (PA) Planning Commission</td>
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<td>Tim Reardon</td>
<td>Harrisburg Area Transportation Study / Tri-County Regional Planning Commission</td>
<td>112 Market St.</td>
<td>Harrisburg, PA 17101</td>
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<td>Tim Smith</td>
<td>Harrisburg Area Transportation Study / Tri-County Regional Planning Commission</td>
<td>Veteran's Memorial Building, 112 Market St., 2nd Fl.</td>
<td>Harrisburg, PA 17101</td>
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Appendix FF – Agency and Public Involvement (Metropolitan Planning Organizations)

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Appendix FF – Agency and Public Involvement (Metropolitan Planning Organizations)

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<table>
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<tr>
<th>Name</th>
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<tr>
<td>Bill Kuttner</td>
<td>Boston MPO</td>
<td>10 Park Plaza Boston, MA 02116</td>
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<td>Charles Kilmer</td>
<td>Old Colony Planning Council</td>
<td>70 School St. Brockton, MA 02301</td>
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<td>Eric Bourassa</td>
<td>Metropolitan Area Planning Council</td>
<td>60 Temple Place Boston, MA 02111</td>
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<td>Marc Draisen</td>
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<td>60 Temple Place Boston, MA 02111</td>
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<td>Nathaniel Karns</td>
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<td>1 Fenn St. Pittsfield, MA 01201-6629</td>
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<td>Clete Kus</td>
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<tr>
<td>Paul Niedzwiecki</td>
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<td>Lawrence B. Adams</td>
<td>Central Massachusetts Regional Planning Commission</td>
<td>2 Washington Square 2nd Fl. Worcester, MA 01604-4016</td>
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<td>Mary Ellen Blunt</td>
<td>Central Massachusetts Regional Planning Commission</td>
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<td>William Moisuk</td>
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<td>Rich Rydant</td>
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<td>Linda Dunlavy</td>
<td>Franklin Regional Council of Governments</td>
<td>12 Olive St. Greenfield, MA 01301</td>
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<td>Mark London</td>
<td>Martha's Vineyard Commission</td>
<td>PO Box 1447 Oak Bluffs, MA 02557</td>
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<td>Joseph Cosgrove</td>
<td>Merrimack Valley Planning Commission</td>
<td>160 Main St. Haverhill, MA 01830</td>
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<td>Dennis DiZoglio</td>
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<td>Todd M. Fontanella</td>
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<td>Mark Vorce</td>
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<td>Paul Mission</td>
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</table>
NEW HAMPSHIRE

Kerrie Diers
Nashua Regional Planning Commission
9 Executive Park Dr., Suite 201
Merrimack, NH 03054

Cliff Sinnott
Rockingham Planning Commission
156 Water St.
Exeter, NH 03833

David J. Preece
Southern NH Planning Commission
438 Dubuque St.
Manchester, NH 03102

Cynthia Copeland
Stafford Regional Planning Commission
150 Wakefield St., Suite 12
Rochester, NH 03867

VIRGINIA

Daniel Reese
Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne St.
Fredericksburg, VA 22401

Lloyd P. Robinson
Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne St.
Fredericksburg, VA 22401

Andy Waple
Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne St.
Fredericksburg, VA 22401

Jessica Nappi
Hampton Roads Transportation Planning Organization
VA 23320

Camelia Ravanbakht
Hampton Roads Transportation Planning Organization
723 Woodlake Dr.
Chesapeake, VA 23320

Barbara Schoeb Nelson
Richmond Regional Planning District Commission
9211 Forest Hill Avenue
Richmond, VA 23235

Robert A. Crum
Richmond Regional Planning District Commission
9211 Forest Hill Avenue, Suite 200
Richmond, VA 23235
<table>
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Mayor J. David Cutchineal  
Borough of Tullytown  
500 Main St.  
Tullytown, PA 19007

Mayor Rohan Hepkins  
Borough of Yeadon  
600 Church Lane  
Yeadon, PA 19005

Maria F. Lopes  
Commissioner Chairwoman  
Bristol County  
Taunton Superior Courthouse,  
9 Court St.  
Taunton, MA 2780

Borough President Ruben Diaz Jr.  
Bronx County  
851 Grand Concourse  
Bronx, NY 10451

Robert G. Loughery  
Commissioner Chairman  
Bucks County  
55 East Court St.  
5th Fl.  
Doylestown, PA 18901

Council President Robert Hodge  
Cecil County, MD  
200 Chesapeake Blvd.  
Suite 2100  
Elkton, MD 21921

County Executive Tari Moore  
Cecil County, MD  
200 Chesapeake Blvd.  
Suite 2100  
Elkton, MD 21921

Mayor Allen Fung  
City of Cranston  
869 Park Avenue  
Cranston, RI 2910

Mayor Michael Bennett  
City of Aberdeen  
60 North Parke St.  
Aberdeen, MD 21001

City Manager Douglas Miller  
City of Aberdeen  
60 North Parke St.  
Aberdeen, MD 21001

Mayor Martin Walsh  
City of Boston  
1 City Hall Square  
Suite 500  
Boston, MA 02201-2013

City Manager David Deutsch  
City of Bowie  
15901 Excalibur Rd.  
Bowie, MD 20716

Mayor Frederick Robinson  
City of Bowie  
15901 Excalibur Rd.  
Bowie, MD 20716

Mayor Bill Finch  
City of Bridgeport  
Office of the Mayor, City of Bridgeport  
Margaret E. Morton Government Center  
Bridgeport, CT 06604

Mayor David Maher  
City of Cambridge  
120 Appleton St.  
Cambridge, MA 02138

Mayor James Diossa  
City of Central Falls  
580 Broad St.  
Central Falls, RI 02863

Mayor John Linder  
City of Chester  
1 Fourth St.  
Chester, PA 19013
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<td>Mayor Benjamin Blake</td>
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<td>50 Winfield Scott Plaza</td>
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<td>8600 Glenarden Pkwy.</td>
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<td>Jersey City, NJ 07302</td>
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</table>
City Manager Carol Houck
City of Newark
Newark Municipal Building
200 South Main St.
Newark, DE 19711

Mayor Luis Quintana
City of Newark
City Hall
920 Broad St.
Newark, NJ 07120

Mayor Polly Sierer
City of Newark
15 Farmhouse Rd.
Newark, DE 19711

Mayor Setti Warren
City of Newton
1000 Commonwealth Ave.
Newton, MA 02459

Mayor Harry Rilling
City of Norwalk
City Hall
125 East Avenue
Norwalk, CT 06856-5125

Mayor Donald Grebien
City of Pawtucket
137 Roosevelt Avenue
Pawtucket, RI 2860

Mayor Michael Nutter
City of Philadelphia
City Hall
Rm. 215
Philadelphia, PA 19107

Mayor Jorge Elorza
City of Providence
25 Dorrance St.
Providence, RI 02903

Mayor Samson Steinman
City of Rahway
1 City Hall Plaza
Rahway, NJ 07065

Mayor David Martin
City of Stamford
Stamford Government Center
888 Washington Blvd.
Stamford, CT 06901

Mayor Eric Jackson
City of Trenton
319 East State St.
Trenton, NJ 0

Mayor Brian Stack
City of Union City
3715 Palisade Avenue
Union City, NJ 08608

Mayor Scott Avedisian
City of Warwick
3275 Post Rd.
Warwick, RI 02886

Mayor Neil O'Leary
City of Waterbury
City Hall Building
235 Grand St.
Waterbury, CT 06702

Town Manager Michael Driscoll
City of Watertown
149 Main St.
Watertown, MA 02472

Mayor Edward O'Brien
City of West Haven
City Hall
355 Main St.
West Haven, CT 06516

Mayor Thomas Roach
City of White Plains
255 Main St.
White Plains, NY 10601

Chief of Staff Cleon Cauley, Sr.
City of Wilmington
800 North French St.
Wilmington, DE 19801
Appendix FF – Agency and Public Involvement (Local Elected Officials)

Mayor Dennis Williams  
City of Wilmington  
Office of the Mayor  
Louis L. Redding City/County Building  
Wilmington, DE 19801

Mayor Joseph Petty  
City of Worcester  
455 Main St.  
Worcester, MA 01608

Executive Director Marianne Grace  
Delaware County  
Government Center,  
201 W. Front St.  
Media, PA 19063

County Executive Joseph N. DiVincenzo, Jr.  
Essex County  
Hall of Records  
465 Dr. Martin Luther King, Jr. Blvd.  
Newark, NJ 07102

Mayor Kelly Yaede  
Hamilton Township  
2090 Greenwood Avenue  
PO Box 00150  
Hamilton, NJ 08650

County Executive Barry Glassman  
Harford County, MD  
220 South Main St.  
Bel Air, MD 21014

Council President Richard Slutsky  
Harford County, MD  
212 South Bond St.  
2nd Fl.  
Bel Air, MD 21014

Mayor Gail Brill Mittler  
Highland Park  
221 S. Fifth Avenue  
Highland Park, NJ 08904

County Executive Allan Kittleman  
Howard County, MD  
3430 Court House Dr.  
Ellicott City, MD 21043

Council Chair Mary Sigaty  
Howard County, MD  
3430 Court House Dr.  
Ellicott City, MD 21043

County Executive Thomas A. DeGise  
Hudson County  
583 Newark Avenue  
Jersey City, NJ 07306

Borough President Eric L. Adams  
Kings County  
Borough Hall  
209 Joralemon St.  
Brooklyn, NY 11201

County Executive Brian M. Hughes  
Mercer County  
640 South Broad St.  
Trenton, NJ 08650

County Administrator John A. Pulomena  
Middlesex County  
Office of the County Administrator, 3rd Fl., 75 Bayard St.  
New Brunswick, NJ 08901

Mayor Dave Rivella  
Morrisville Borough  
35 Union St.  
Morrisville, PA 19067

County Executive Edward P. Mangano  
Nassau County  
1550 Franklin Avenue  
Mineola, NY 11501

Council President Chris Bullock  
New Castle County, DE  
87 Reads Way  
New Castle, DE 19720


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<tr>
<td>County Executive Thomas Gordon</td>
<td>New Castle County, DE 87 Reads Way, New Castle, DE 19720</td>
</tr>
<tr>
<td>Borough President Gale Brewer</td>
<td>New York County 431 West 125th St., New York, NY 10027</td>
</tr>
<tr>
<td>Commissioner Chairman Francis W. O’Brien</td>
<td>Norfolk County 614 High St., Dedham, MA 02027</td>
</tr>
<tr>
<td>Supervisor Judi Bosworth</td>
<td>North Hempstead 220 Plandome Rd., Manhasset, NY 11030</td>
</tr>
<tr>
<td>Chairman Robert Brady</td>
<td>Philadelphia County 219 Spring Garden St., Philadelphia, PA 19123</td>
</tr>
<tr>
<td>Mayor Brian Wahler</td>
<td>Piscataway Township 455 Hoes Lane, Piscataway, NJ 08854</td>
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<tr>
<td>County Executive Rushern Baker, III</td>
<td>Prince George’s County, MD 14741 Governor Oden Bowie Dr., Upper Marlboro, MD 20772-3050</td>
</tr>
<tr>
<td>Council Chair Mel Franklin</td>
<td>Prince George’s County, MD 14741 Governor Oden Bowie Dr. County Council, 2nd Fl., Upper Marlboro, MD 20772</td>
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<td>County Executive MaryEllen Odell</td>
<td>Putnam County 40 Gleneida Avenue, 3rd Fl., Carmel, NY 10512</td>
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<td>Borough President Melinda Katz</td>
<td>Queens County 120-55 Queens Blvd, Kew Gardens, NY 11424</td>
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<tr>
<td>Township Manager Ed Pisani</td>
<td>Ridley Township 100 E. MacDade Blvd., Folsom, PA 19033</td>
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<tr>
<td>County Executive Steven Bellone</td>
<td>Suffolk County Riverhead County Center, County Rd. 51, Riverhead, NY 11901</td>
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<tr>
<td>Mayor Angela Garretson</td>
<td>The Township of Hillside 1409 Liberty Avenue, Hillside, NJ 07025</td>
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<tr>
<td>Mayor Ron Belmont</td>
<td>Town / Village of Harrison 1 Heineman Place, Harrison, NY 10528</td>
</tr>
<tr>
<td>First Selectman Robert Burbank</td>
<td>Town of Andover 17 School Rd., Andover, CT 06232</td>
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<tr>
<td>First Selectman Michael Zambo</td>
<td>Town of Ashford 5 Town Hall Rd., Ashford, CT 00000</td>
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<tr>
<td>Town Manager Anthony Schiavi</td>
<td>Town of Ashland 101 Main St., 1st Fl., Ashland, MA 01721</td>
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<tr>
<td>Mayor Kevin Dumas</td>
<td>Town of Attleboro 77 Park St., Attleboro, MA 02703</td>
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<tr>
<td>Selectman - Chair</td>
<td>Supervisor</td>
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<tr>
<td>Kenneth Holstrom</td>
<td>Edward Romaine</td>
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<td>Town of Auburn</td>
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<tr>
<td>104 Central St.</td>
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<td>Auburn, MA 01501</td>
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<tr>
<td>Rich Schaffer</td>
<td>Neil Wishinksy</td>
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<tr>
<td>Town of Babylon</td>
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<tr>
<td>200 E. Sunrise Highway</td>
<td>333 Washington St.</td>
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<tr>
<td>Lindenhurst, NY 11757</td>
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<tr>
<td>Chris Burdick</td>
<td>John Connolly</td>
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<tr>
<td>Town of Bedford</td>
<td>Town of Canton</td>
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<tr>
<td>321 Bedford Rd.</td>
<td>801 Washington St.</td>
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<tr>
<td>Bedford Hills, NY 10507</td>
<td>Canton, MA 02021</td>
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<tr>
<td>Scott MacKenzie</td>
<td>William Rose IV</td>
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<tr>
<td>Town of Bellefonte</td>
<td>Town of Chaplin</td>
</tr>
<tr>
<td>901A Rosedale Avenue</td>
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<tr>
<td>Bellefonte, DE 19809</td>
<td>Chaplin, CT 06235</td>
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<td>Denise McNair</td>
<td>Thomas Gentz</td>
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<tr>
<td>Town of Berlin</td>
<td>Town of Charlestown</td>
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<tr>
<td>240 Kensington Rd.</td>
<td>4540 South County Trail</td>
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<td>Matt Knickerbocker</td>
<td>Joseph Letts</td>
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<td>Town of Bethel</td>
<td>Town of Charlestown</td>
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<tr>
<td>1 School St.</td>
<td>241 Market St.</td>
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<td>Bethel, CT 06801</td>
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<td>Robert Morra</td>
<td>Rick Swensen</td>
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<td>Town of Bolton</td>
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<td>222 Bolton Center Rd.</td>
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<td>Michael Milone</td>
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<td>1019 Main St.</td>
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<td>William Tinsley</td>
<td>Mike Callahan</td>
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<tr>
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<tr>
<td>100 Pocono Rd.</td>
<td>3104 Tremont Avenue</td>
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<tr>
<td>Brookfield, CT 06804</td>
<td>Cheverly, MD 20785</td>
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<td>Town Administrator/Director</td>
<td>City/ Town</td>
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<th>Address</th>
<th>Phone</th>
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<tr>
<td>Mayor Marcia Leclerc</td>
<td>East Hartford</td>
<td>740 Main St.</td>
<td>06108</td>
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<tr>
<td>Mayor Joseph Maturo, Jr.</td>
<td>East Haven</td>
<td>250 Main St.</td>
<td>06512</td>
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<tr>
<td>First Selectman Mark Nickerson</td>
<td>East Lyme</td>
<td>108 Pennsylvania Ave</td>
<td>06357</td>
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<tr>
<td>First Selectman Arthur Brodeur</td>
<td>Eastford</td>
<td>PO Box 98</td>
<td>06242</td>
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<tr>
<td>Mayor Robert Alt</td>
<td>Elkton</td>
<td>100 Railroad Avenue</td>
<td>21921</td>
</tr>
<tr>
<td>Mayor Steve Burg</td>
<td>Elsmere</td>
<td>11 Poplar Ave</td>
<td>DE 19805</td>
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<tr>
<td>Town Manager John Coyle</td>
<td>East Greenwich</td>
<td>125 Main St.</td>
<td>02818</td>
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<tr>
<td>Town Manager John Giles</td>
<td>Elsmere</td>
<td>11 Poplar Ave</td>
<td>DE 19805</td>
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<tr>
<td>Council President Arlene Hicks</td>
<td>Exeter</td>
<td>675 Ten Rod Rd.</td>
<td>02822</td>
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First Selectman Michael Tetreau  
Town of Fairfield  
John J. Sullivan Independence Hall, 725 Old Post Rd. 2nd Fl.  
Fairfield, CT 06824

First Selectman Joe Mazza  
Town of Guilford  
Town Hall, 31 Park St.  
Guilford, CT 06437

Town Manager Doris Sarumi  
Town of Fairmount Heights  
6100 Jost St.,  
Fairmount Heights, MD 20743

Mayor Scott Jackson  
Town of Hamden  
Town Hall, 2750 Dixwell Avenue  
Hamden, CT 06518

Mayor Patricia Waiters  
Town of Fairmount Heights  
6100 Jost St.,  
Fairmount Heights, MD 20743

First Selectman Allan Cahill  
Town of Hampton  
164 Main St.  
Hampton, CT 06247

Council President John Lewis, Jr.  
Town of Foster  
Foster Town Hall, 181 Howard Hill Rd.  
Foster, RI 02825

Mayor James Fife  
Town of Harrison  
318 Harrison Avenue  
Harrison, NJ 07029

Selectman - Chair John DeVellis  
Town of Foxborough  
40 South St.  
Foxborough, MA 02035

Town Supervisor Kate Murray  
Town of Hempstead  
One Washington St.  
Hempstead, NY 11550

Town Manager Robert Halpin  
Town of Framingham  
150 Concord St.  
Framingham, MA 01702

Selectman - Chair Larry Mandell  
Town of Holland  
27 Sturbridge Rd.  
Holland, MA 01521

Town Council - President Walter Steere, III  
Town of Glocester  
1145 Putnam Pike, PO Box B  
Glocester, RI 02814

Town Council - President Frank Landolfi  
Town of Hopkinton  
One Town House Rd.  
Hopkinton, RI 02833

First Selectman Peter Tesei  
Town of Greenwich  
Town Hall, 101 Field Point Rd.  
Greenwich, CT 06830

Town Manager William McGarry  
Town of Hopkinton  
One Town House Rd.  
Hopkinton, RI 02883

Town Manager Mark Oefinger  
Town of Groton  
45 Fort Hill Rd.  
Groton, CT 06340

Selectman - Chair Benjamin Palleiko  
Town of Hopkinton  
Town Hall, 18 Main St., Second Fl.  
Hopkinton, MA 01748
Appendix FF – Agency and Public Involvement (Local Elected Officials)

Supervisor Angie Carpenter
Town of Islip
655 Main St
Islip, NY 11751

Town Supervisor Nancy Seligson
Town of Mamaroneck
740 West Boston Post Rd.
Mamaroneck, NY 10543

Mayor Joseph Polisena
Town of Johnston
1385 Hartford Ave
Johnston, RI 02919

General Manager Scott Shanley
Town of Manchester
Manchester Town Hall PO Box 191
Manchester, CT 06040

Mayor Alberto Santos
Town of Kearny
402 Kearny Avenue
Kearny, NJ 07032

Board of Selectmen Chair George Dentino
Town of Mansfield
6 Park Row
Mansfield, MA 02048

Town Manager Sean Hendricks
Town of Killingly
172 Main St.
Danielson, CT 06239

Mayor Elizabeth Patterson
Town of Mansfield
4 South Eagleville Rd.
Mansfield, CT 06268

Town Manager Kathleen Tavel
Town of Landover Hills
6904 Taylor St.
Landover Hills, MD 20784

First Selectman Edward St. John
Town of Middlebury
1212 Whittemore Rd.
Middlebury, CT 06762

Mayor Lee Walker
Town of Landover Hills
6904 Taylor St.
Landover Hills, MD 20784

Selectman - Chair J. Thomas Hurley
Town of Milton
714 Blue Hill Avenue
Milton, MA 02186

Selectman - Chair Dianna Provencher
Town of Leicester
3 Washburn Square
Leicester, MA 01524

Selectman - Chair Charles Hughes
Town of Natick
13 East Central St.
Natick, MA 01760

Supervisor Peter Parsons
Town of Lewisboro
11 Main St., PO Box 500
South Salem, NY 10590

Mayor Robert Mezzo
Town of Naugatuck
229 Church St.
Naugatuck, CT 06770

First Selectman Fillmore McPherson
Town of Madison
Town Hall, 8 Campus Dr.
Madison, CT 06443

Mayor Stephen Woods
Town of Newington
Town Hall 131 Cedar St.
Newington, CT 06111
<table>
<thead>
<tr>
<th>Town Manager/Warden King</th>
<th>Town of Newport</th>
<th>226 North James St.</th>
<th>Newport, DE 19804</th>
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<tbody>
<tr>
<td>Mayor Michael Spencer</td>
<td>Town of Newport</td>
<td>226 North James St.</td>
<td>Newport, DE 19804</td>
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<td>First Selectman Patricia Llodra</td>
<td>Town of Newtown</td>
<td>Town Hall 3 Primrose St.</td>
<td>Newtown, CT 06470</td>
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<tr>
<td>Supervisor Michael Schiliro</td>
<td>Town of North Castle</td>
<td>15 Bedford Rd.</td>
<td>Armonk, NY 10504</td>
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<tr>
<td>Mayor Robert McKnight</td>
<td>Town of North East</td>
<td>PO Box 528</td>
<td>North East, MD 21901</td>
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<tr>
<td>First Selectman Michael Freda</td>
<td>Town of North Haven</td>
<td>18 Church St.</td>
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<tr>
<td>Town Manager Michael Embury</td>
<td>Town of North Kingstown</td>
<td>80 Boston Neck Rd.</td>
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<tr>
<td>Town Council President Kerry McKay</td>
<td>Town of North Kingstown</td>
<td>80 Boston Neck Rd.</td>
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<td>Supervisor Warren Lucas</td>
<td>Town of North Salem</td>
<td>266 Titicus Rd.</td>
<td>North Salem, NY 10560</td>
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<tr>
<td>Town Administrator John Coderre</td>
<td>Town of Northborough</td>
<td>Northborough Town Offices 63 Main St.</td>
<td>Northborough, MA 01532</td>
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<tr>
<td>Board of Selectmen Chair Bradford Bramwell</td>
<td>Town of Norton</td>
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<td>Norton, MA 02766</td>
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<tr>
<td>Selectman - Chair Paul Bishop</td>
<td>Town of Norwood</td>
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<td>First Selectman Bonnie Reemsnyder</td>
<td>Town of Old Lyme</td>
<td>52 Lyme St.</td>
<td>Old Lyme, CT 06371</td>
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<td>First Selectman Carl P. Fortuna, Jr.</td>
<td>Town of Old Saybrook</td>
<td>302 Main St.</td>
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<tr>
<td>First Selectman James Zeoli</td>
<td>Town of Orange</td>
<td>Orange Town Hall 617 Orange Center Rd.</td>
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<td>Town of Oyster Bay</td>
<td>54 Audrey Avenue</td>
<td>Oyster Bay, NY 11771</td>
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<tr>
<td>Town Supervisor</td>
<td>Mayor</td>
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<tr>
<td>Peter DiPaola</td>
<td>Michael Gonnelli</td>
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<td>Town of Pelham</td>
<td>Town of Secaucus</td>
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<td>Town Hall 34 Fifth Avenue</td>
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<tr>
<td>James Eberhardt</td>
<td>Michael Gonnelli</td>
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<tr>
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<td>Town of Secaucus</td>
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<tr>
<td>515 Broad St. PO Box 773</td>
<td>Municipal Government Center 1203 Paterson Avenue</td>
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<tr>
<td>Maureen Nicholson</td>
<td>Michael Gonnelli</td>
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<td>Town of Secaucus</td>
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<td>Robert Chatfield</td>
<td>Dennis Finlay</td>
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<td>Town of Prospect</td>
<td>Town of Smithfield</td>
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<tr>
<td>Town Hall 36 Center St.</td>
<td>64 Farnum Pike</td>
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<td>Smithfield, RI 02917</td>
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<td>Tony Falzarano</td>
<td>Rick Morrisey</td>
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<td>Town of Somers</td>
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<tr>
<td>126 Church St.</td>
<td>335 Route 202</td>
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<tr>
<td>Tony Falzarano</td>
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<td>222 Grace Church St., 3rd Fl.</td>
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</table>
First Selectman Ed Edelson
Town of Southbury
501 Main St.
Southbury, CT 06488

Town Manager Garry Brumback
Town of Southington
Town Office Building 75 Main St., PO Box 06489
Southington, CT 06489

First Selectman George Crouse
Town of Stonington
152 Elm St.
Stonington, CT 06378

Mayor John Harkins
Town of Stratford
Town Hall 2725 Main St.
Stratford, CT 06615-5818

Selectman - Chair Mary Blanchard
Town of Sturbridge
308 Main St.
Sturbridge, MA 01566

Town Manager Steven Werbner
Town of Tolland
21 Tolland Green
Tolland, CT 06084

First Selectman Albert Goodhall
Town of Union
1024 Buckley Highway
Union, CT 06076

Mayor Daniel Champagne
Town of Vernon
14 Park Place
Vernon, CT 06066

Mayor William Dickinson, Jr
Town of Wallingford
45 South Main St.
Wallingford, CT 06492

First Selectman Dan Steward
Town of Waterford
Town Hall 15 Rope Ferry Rd.
Waterford, CT 06385-2886

Board of Selectmen Chair Cherry Karlson
Town of Wayland
Office of the Board of Selectmen 41 Cochituate Rd.
Wayland, MA 01778

Selectman - Chair David Murphy
Town of Wellesley
525 Washington St.
Wellesley, MA 02482

Mayor Scott Slifka
Town of West Hartford
50 South Main St.
West Hartford, CT 06107

Selectman - Chair George Barrette
Town of Westborough
131 Oak St.
Westborough, MA 01581

First Selectman Noel Bishop
Town of Westbrook
866 Boston Post Rd.
Westbrook, CT 06498

Town Council President Christopher Duhamel
Town of Westerly
45 Broad St.
Westerly, RI 02891

Selectman - Chair Michael Harrity
Town of Weston
Weston Town Hall PO Box 378 11 Town House Rd.
Weston, MA 02493
First Selectman Jim Marpe
Town of Westport
110 Myrtle Avenue, Rm. 310
Westport, CT 06880

Selectman - Chair Michael Walsh
Town of Westwood
580 High St.
Westwood, MA 02090

First Selectman Christina Mailhos
Town of Willington
40 Old Farms Rd.
Willington, CT 06279

Mayor Joseph DiGirolamo
Township of Bensalem
2400 Byberry Rd.
Bensalem, PA 19020

Mayor Nicholas Sacco
Township of North Bergen
423 Kennedy Blvd.
North Bergen, NJ 07047

Town Council - President Craig Bowen
Township of Bristol
2501 Bath Rd.
Bristol, PA 00000

Mayor Francis Womack
Township of North Brunswick
710 Hermann Rd.
North Brunswick, NJ 08902

Township Manager William McCauley, III
Township of Bristol
2501 Bath Rd.
Bristol, PA 19007

Mayor Peter Cantu
Township of Plainsboro
641 Plainsboro Rd.
Plainsboro Township, NJ 08536

Council President Robert Diehl
Township of Edison
100 Municipal Blvd.
Edison, NJ 08817

Mayor Frank Gambatese
Township of South Brunswick
540 Ridge Rd.
Monmouth, NJ 08852

Board of Supervisors - Chairman Robert Harvie
Township of Falls
188 Lincoln Highway, Suite 100
Fairless Hills, PA 19030

Mayor Craig Wilkie
Township of Florence
711 Broad St.
Florence, NJ 08518

Mayor Richard Turner
Township of Weehawken
400 Park Avenue
Weehawken, NJ 07086

Township Manager Robert Vornlocker
Township of Franklin
475 DeMott Lane
Somerset, NJ 08873

Mayor Cathleen Lewis
Township of Lawrence
2207 Lawrence Rd., PO Box 6006
Lawrence Township, NJ 08648

Board of Commissioners - President Rocco Gaspari, Jr.
Township of Lower Chichester
PO Box 1255
Linwood, PA 19061

Mayor Craig Wilkie
Township of Florence
711 Broad St.
Florence, NJ 08518

Mayor Richard Turner
Township of Weehawken
400 Park Avenue
Weehawken, NJ 07086
Appendix FF – Agency and Public Involvement (Local Elected Officials)

Mayor Shing-Fu Hsueh
Township of West Windsor
271 Clarksville Rd.
West Windsor, NJ 08550

County Manager Alfred Faella
Union County
10 Elizabethtown Plaza
Elizabeth, NJ 07202

Upland Borough Council - President Edward Mitchell
Upland Borough
224 Castle Avenue
Upland, PA 19015

Township Manager John McMullan
Upper Chichester Township
8500 Furey Rd.
Upper Chichester, PA 19014

Village Manager Stephen Pappalardo
Village of Scarsdale
1001 Post Rd.
Scarsdale, NY 10583

City Administrator Rashad Young
Washington, DC
1350 Pennsylvania Avenue, NW, Suite 521
Washington, DC 20004

County Executive Robert P. Astorino
Westchester County
900 Michaelian Building, 148 Martine Avenue
White Plains, NY 10601

Mayor John McCormac
Woodbridge Township
1 Main St.
Woodbridge, NJ 07095
### Local Elected Officials

**County Executive Steve Schuh**  
Anne Arundel County, MD  
44 Calvert St.  
Annapolis, MD 21401

**Council Chairman Jerry Walker**  
Anne Arundel County, MD  
44 Calvert St.  
Annapolis, MD 21401

**Council Chair Cathy Bevins**  
Baltimore County, MD  
400 Washington Avenue  
Towson, MD 21204

**County Executive Kevin Kamenetz**  
Baltimore County, MD  
400 Washington Avenue  
MS 2M01A  
Towson, MD 21204

**Mayor Frank Kelly**  
Borough of Collingdale  
800 MacDade Blvd.  
Collingdale, PA 19023

**Mayor Michael Blue**  
Borough of Colwyn  
221 Spruce St.  
Colwyn, PA 19023

**Mayor Helen Thomas**  
Borough of Darby  
1005 Ridge Avenue  
Darby, PA 19023

**Mayor Allen Reeves**  
Borough of Eddystone  
1300 E. 12th St.  
Eddystone, PA 19022

**Mayor Robert Frey**  
Borough of Folcroft  
1555 Elmwood Ave  
Folcroft, PA 19322

**Mayor Gerry Quinn**  
Borough of Glenolden  
36 Boon Avenue  
Glenolden, PA 19036

**Mayor Gene Taylor**  
Borough of Marcus Hook  
10th and Green St.  
Marcus Hook, PA 19061

**Mayor Thomas Vahalla**  
Borough of Metuchen  
500 Main St.  
Metuchen, NJ 8840

**Mayor James Costello**  
Borough of Norwood  
10 W. Cleveland Avenue  
Norwood, PA 19074

**Mayor Jeff Harris**  
Borough of Prospect Park  
720 Maryland Avenue  
Prospect Park, PA 19076

**Mayor Hank Eberle**  
Borough of Ridley Park  
105 East Ward St.  
Ridley Park, PA 19078

**Mayor Christine Dansereau**  
Borough of Roselle  
210 Chestnut St.  
Roselle, NJ 07203

**Mayor Harry Dunfee**  
Borough of Sharon Hill  
250 Sharon Avenue  
Sharon Hill, PA 19079

**Mayor Francis Zalewski**  
Borough of Trainer  
824 Main St.  
Trainer, PA 19061
Mayor J. David Cutchineal  
Borough of Tullytown  
500 Main St.  
Tullytown, PA 19007

Mayor Rohan Hepkins  
Borough of Yeadon  
600 Church Lane  
Yeadon, PA 19050

Maria F. Lopes  
Commissioner Chairwoman  
Bristol County  
Taunton Superior Courthouse,  
9 Court St.  
Taunton, MA 2780

Borough President Ruben Diaz Jr.  
Bronx County  
851 Grand Concourse  
Bronx, NY 10451

Robert G. Loughery  
Commissioner Chairman  
Bucks County  
55 East Court St.  
5th Fl.  
Doylestown, PA 18901

Council President Robert Hodge  
Cecil County, MD  
200 Chesapeake Blvd.  
Suite 2100  
Elkton, MD 21921

County Executive Tari Moore  
Cecil County, MD  
200 Chesapeake Blvd.  
Suite 2100  
Elkton, MD 21921

Mayor Allen Fung  
City of Cranston  
869 Park Avenue  
Cranston, RI 2910

Mayor Michael Bennett  
City of Aberdeen  
60 North Parke St.  
Aberdeen, MD 21001

City Manager Douglas Miller  
City of Aberdeen  
60 North Parke St.  
Aberdeen, MD 21001

Mayor Martin Walsh  
City of Boston  
1 City Hall Square  
Suite 500  
Boston, MA 02201-2013

City Manager David Deutsch  
City of Bowie  
15901 Excalibur Rd.  
Bowie, MD 20716

Mayor Frederick Robinson  
City of Bowie  
15901 Excalibur Rd.  
Bowie, MD 20716

Mayor Bill Finch  
City of Bridgeport  
Office of the Mayor, City of Bridgeport  
Margaret E. Morton Government Center  
Bridgeport, CT 06604

Mayor David Maher  
City of Cambridge  
120 Appleton St.  
Cambridge, MA 02138

Mayor James Diossa  
City of Central Falls  
580 Broad St.  
Central Falls, RI 02863

Mayor John Linder  
City of Chester  
1 Fourth St.  
Chester, PA 19013
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<tr>
<th>Mayor Mark Boughton</th>
<th>Mayor Dereck Armstead</th>
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<td>City of Danbury</td>
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<td>155 Deer Hill Ave.</td>
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<td>733 Warren Ave.</td>
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<th>Mayor Benjamin Blake</th>
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<td>City of Elizabeth</td>
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<tr>
<td>50 Winfield Scott Plaza</td>
<td>City Hall, 110 River St.</td>
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<th>City Manager Kenneth Jones</th>
<th>Mayor Erin Stewart</th>
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<td>City of Glenarden</td>
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<td>8600 Glenarden Pkwy.</td>
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<td>Glenarden, MD 20706-1522</td>
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<th>Mayor Dennis Smith</th>
<th>Mayor Jim Cahill</th>
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<td>City of Glenarden</td>
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<td>8600 Glenarden Pkwy.</td>
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<td>78 Bayard St.</td>
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<th>Mayor Pedro Segarra</th>
<th>Mayor Toni Harp</th>
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<tr>
<td>550 Main St.</td>
<td>165 Church St.</td>
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<th>Mayor Daryl Finizio</th>
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<td>City of Havre de Grace</td>
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<td>711 Pennington Avenue</td>
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<th>Mayor Bill de Blasio</th>
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<td>280 Grove St.</td>
<td>New York, NY 10007</td>
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<td>City Manager/Mayor</td>
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<tr>
<td>Carol Houck</td>
<td>Newark</td>
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<tr>
<td>Luis Quintana</td>
<td>Newark</td>
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<tr>
<td>Polly Sierer</td>
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<td>Setti Warren</td>
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<td>Donald Grebien</td>
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<td>Jorge Elorza</td>
<td>Providence</td>
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<td>Samson Steinman</td>
<td>Rahway</td>
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<td>David Martin</td>
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<td>Eric Jackson</td>
<td>Trenton</td>
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<td>Brian Stack</td>
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<td>Scott Avedisian</td>
<td>Warwick</td>
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<td>Neil O`Leary</td>
<td>Waterbury</td>
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<td>Edward O’Brien</td>
<td>West Haven</td>
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<td>Thomas Roach</td>
<td>White Plains</td>
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<tr>
<td>Cleon Cauley, Sr.</td>
<td>Wilmington</td>
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</table>
Mayor Dennis Williams
City of Wilmington
Office of the Mayor
Louis L. Redding City/County Building
Wilmington, DE 19801

Mayor Joseph Petty
City of Worcester
455 Main St.
Worcester, MA 01608

Executive Director Marianne Grace
Delaware County
Government Center,
201 W. Front St.
Media, PA 19063

County Executive Joseph N. DiVincenzo, Jr.
Essex County
Hall of Records
465 Dr. Martin Luther King, Jr. Blvd.
Newark, NJ 07102

Mayor Kelly Yaede
Hamilton Township
2090 Greenwood Avenue
PO Box 00150
Hamilton, NJ 08650

County Executive Barry Glassman
Harford County, MD
220 South Main St.
Bel Air, MD 21014

Council President Richard Slutzky
Harford County, MD
212 South Bond St.
2nd Fl.
Bel Air, MD 21014

Mayor Gail Brill Mittler
Highland Park
221 S. Fifth Avenue
Highland Park, NJ 08904

County Executive Allan Kittleman
Howard County, MD
3430 Court House Dr.
Ellicott City, MD 21043

Council Chair Mary Sigaty
Howard County, MD
3430 Court House Dr.
Ellicott City, MD 21043

County Executive Thomas A. DeGise
Hudson County
583 Newark Avenue
Jersey City, NJ 07306

Borough President Eric L. Adams
Kings County
Borough Hall
209 Joralemon St.
Brooklyn, NY 11201

County Executive Brian M. Hughes
Mercer County
640 South Broad St.
Trenton, NJ 08650

County Administrator John A. Pulomena
Middlesex County
Office of the County Administrator, 3rd Fl., 75 Bayard St.
New Brunswick, NJ 08901

Mayor Dave Rivella
Morrisville Borough
35 Union St.
Morrisville, PA 19067

County Executive Edward P. Mangano
Nassau County
1550 Franklin Avenue
Mineola, NY 11501

Council President Chris Bullock
New Castle County, DE
87 Reads Way
New Castle, DE 19720
County Executive Thomas Gordon  
New Castle County, DE  
87 Reads Way  
New Castle, DE 19720

Borough President Gale Brewer  
New York County  
431 West 125th St.  
New York, NY 10027

Commissioner Chairman Francis W. O'Brien  
Norfolk County  
614 High St.  
Dedham, MA 02027

Supervisor Judi Bosworth  
North Hempstead  
220 Plandome Rd.  
Manhasset, NY 11030

Chairman Robert Brady  
Philadelphia County  
219 Spring Garden St.  
Philadelphia, PA 19123

Mayor Brian Wahler  
Piscataway Township  
455 Hoes Lane  
Piscataway, NJ 08854

County Executive Rushern Baker, III  
Prince George's County, MD  
14741 Governor Oden Bowie Dr.  
Upper Marlboro, MD 20772-3050

Council Chair Mel Franklin  
Prince George's County, MD  
14741 Governor Oden Bowie Dr. County Council, 2nd Fl.  
Council, 2nd Fl.  
Upper Marlboro, MD 20772

County Executive MaryEllen Odell  
Putnam County  
40 Gleneida Avenue, 3rd Fl.  
Carmel, NY 10512

Borough President Melinda Katz  
Queens County  
120-55 Queens Blvd  
Kew Gardens, NY 11424

Township Manager Ed Pisani  
Ridley Township  
100 E. MacDade Blvd.  
Folsom, PA 19033

County Executive Steven Bellone  
Suffolk County  
Riverhead County Center, County Rd. 51  
Riverhead, NY 11901

Mayor Angela Garretson  
The Township of Hillside  
1409 Liberty Avenue  
Hillside, NJ 07025

Mayor Ron Belmont  
Town / Village of Harrison  
1 Heineman Place  
Harrison, NY 10528

First Selectman Robert Burbank  
Town of Andover  
17 School Rd.  
Andover, CT 06232

First Selectman Michael Zambo  
Town of Ashford  
5 Town Hall Rd.  
Ashford, CT 00000

Town Manager Anthony Schiavi  
Town of Ashland  
101 Main St., 1st Fl.  
Ashland, MA 01721

Mayor Kevin Dumas  
Town of Attleboro  
77 Park St.  
Attleboro, MA 02703
Selectman - Chair Kenneth Holstrom  
Town of Auburn  
104 Central St.  
Auburn, MA 01501

Supervisor Rich Schaffer  
Town of Babylon  
200 E. Sunrise Highway  
Lindenhurst, NY 11757

Selectman - Chair Neil Wishinsky  
Town of Brookline  
333 Washington St.  
Brookline, MA 02445

Supervisor Chris Burdick  
Town of Bedford  
321 Bedford Rd.  
Bedford Hills, NY 10507

Selectman - Chair John Connolly  
Town of Canton  
801 Washington St.  
Canton, MA 02021

Town Commission President Scott MacKenzie  
Town of Bellefonte  
901A Rosedale Avenue  
Bellefonte, DE 19809

First Selectman William Rose IV  
Town of Chaplin  
400 Phoenixville Rd.  
Chaplin, CT 06235

Town Manager Denise McNair  
Town of Berlin  
240 Kensington Rd.  
Berlin, CT 06037

Council President Thomas Gentz  
Town of Charlestown  
4540 South County Trail  
Charlestown, RI 02813

First Selectman Matt Knickerbocker  
Town of Bethel  
1 School St.  
Bethel, CT 06801

Town Commission President Joseph Letts  
Town of Charlestown  
241 Market St.  
Charlestown, MD 21914

First Selectman Robert Morra  
Town of Bolton  
222 Bolton Center Rd.  
Bolton, CT 06043

Selectman - Chair Rick Swensen  
Town of Charlton  
37 Main St.  
Charlton, MA 01507

First Selectman James Cosgrove  
Town of Branford  
1019 Main St.  
Branford, CT 06405

Town Manager Michael Milone  
Town of Cheshire  
84 South Main St.  
Cheshire, CT 06410

First Selectman William Tinsley  
Town of Brookfield  
100 Pocono Rd.  
Brookfield, CT 06804

Mayor Mike Callahan  
Town of Cheverly  
3104 Tremont Avenue  
Cheverly, MD 20785
<table>
<thead>
<tr>
<th>Town Administrator David Warrington</th>
<th>Mayor Marcia Leclerc</th>
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<tr>
<td>Town of Chevely</td>
<td>Town of East Hartford</td>
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<tr>
<td>6401 Forest Rd.</td>
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<tr>
<th>First Selectman William Fritz</th>
<th>Mayor Joseph Maturo, Jr.</th>
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<tr>
<td>Town of Clinton</td>
<td>Town of East Haven</td>
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<tr>
<td>54 East Main St.</td>
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<td>Clinton, CT 06413</td>
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<tr>
<th>Mayor Sadara Barrow</th>
<th>First Selectman Mark Nickerson</th>
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<td>Town of Colmar Manor</td>
<td>Town of East Lyme</td>
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<td>3701 Lawrence St.</td>
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<td>Colmar Manor, MD 20722</td>
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<tr>
<th>Town Manager John Elsesser</th>
<th>First Selectman Arthur Brodeur</th>
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<td>Town of Coventry</td>
<td>Town of Eastford</td>
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<td>1712 Main St.</td>
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<td>Coventry, CT 06238</td>
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<tr>
<th>Council President E. Craig Dwyer</th>
<th>Mayor Robert Alt</th>
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<tr>
<td>Town of Cumberland</td>
<td>Town of Elkton</td>
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<tr>
<td>7 Barway Lane</td>
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<td>Cumberland, RI 02864</td>
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<th>First Selectwoman Jayme Stevenson</th>
<th>Town Administrator Lewis George</th>
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<td>Town of Darien</td>
<td>Town of Elkton</td>
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<td>2 Renshaw Rd., Rm. 202</td>
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<td>Darien, CT 06820</td>
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<th>Selectman - Chair Jim MacDonald</th>
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<td>Town of Dedham</td>
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<tr>
<td>26 Bryant St.</td>
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<th>Town Manager Thomas Coyle</th>
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<td>Town of East Greenwich</td>
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<th>Council President Michael Isaacs</th>
<th>Council President Arlene Hicks</th>
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<td>Town of East Greenwich</td>
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<td>125 Main St., Box 11</td>
<td>675 Ten Rod Rd.</td>
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<td>First Selectman Michael Tetreau</td>
<td>First Selectman Joe Mazza</td>
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<td>Town of Fairfield</td>
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<tr>
<td>John J. Sullivan Independence Hall, 725 Old Post Rd. 2nd Fl.</td>
<td>Town Hall, 31 Park St.</td>
</tr>
<tr>
<td>Fairfield, CT 06824</td>
<td>Guilford, CT 06437</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Mayor Patricia Waiters</th>
<th>Town Manager Doris Sarumi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Fairmount Heights</td>
<td>Town of Fairmount Heights</td>
</tr>
<tr>
<td>6100 Jost St.,</td>
<td>6100 Jost St.,</td>
</tr>
<tr>
<td>Fairmount Heights, MD 20743</td>
<td>Fairmount Heights, MD 20743</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council President John Lewis, Jr.</th>
<th>Mayor Scott Jackson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Foster</td>
<td>Town of Hamden</td>
</tr>
<tr>
<td>Foster Town Hall, 181 Howard Hill Rd.</td>
<td>Town Hall, 2750 Dixwell Avenue</td>
</tr>
<tr>
<td>Foster, RI 02825</td>
<td>Hamden, CT 06518</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Selectman - Chair John DeVellis</th>
<th>Mayor James Fife</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Foxborough</td>
<td>Town of Harrison</td>
</tr>
<tr>
<td>40 South St.</td>
<td>318 Harrison Avenue</td>
</tr>
<tr>
<td>Foxborough, MA 02035</td>
<td>Harrison, NJ 07029</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town Manager Robert Halpin</th>
<th>Town Supervisor Kate Murray</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Framingham</td>
<td>Town of Hempstead</td>
</tr>
<tr>
<td>150 Concord St.</td>
<td>One Washington St.</td>
</tr>
<tr>
<td>Framingham, MA 01702</td>
<td>Hempstead, NY 11550</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town Council - President Walter Steere, III</th>
<th>Selectman - Chair Larry Mandell</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Glocester</td>
<td>Town of Holland</td>
</tr>
<tr>
<td>1145 Putnam Pike, PO Box B</td>
<td>27 Sturbridge Rd.</td>
</tr>
<tr>
<td>Glocester, RI 02814</td>
<td>Holland, MA 01521</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>First Selectman Peter Tesei</th>
<th>Town Manager William McGarry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Greenwich</td>
<td>Town of Hopkinton</td>
</tr>
<tr>
<td>Town Hall, 101 Field Point Rd.</td>
<td>One Town House Rd.</td>
</tr>
<tr>
<td>Greenwich, CT 06830</td>
<td>Hopkinton, RI 02883</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town Manager Mark Oefinger</th>
<th>Selectman - Chair Benjamin Palleiko</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Groton</td>
<td>Town of Hopkinton</td>
</tr>
<tr>
<td>45 Fort Hill Rd.</td>
<td>Town Hall, 18 Main St., Second Fl.</td>
</tr>
<tr>
<td>Groton, CT 06340</td>
<td>Hopkinton, MA 01748</td>
</tr>
<tr>
<td>Supervisor</td>
<td>Town</td>
</tr>
<tr>
<td>------------</td>
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</tr>
<tr>
<td>Angie Carpenter</td>
<td>Islip</td>
</tr>
<tr>
<td>Joseph Polisena</td>
<td>Johnston</td>
</tr>
<tr>
<td>Alberto Santos</td>
<td>Kearny</td>
</tr>
<tr>
<td>Sean Hendricks</td>
<td>Killingly</td>
</tr>
<tr>
<td>Kathleen Tavel</td>
<td>Landover Hills</td>
</tr>
<tr>
<td>Lee Walker</td>
<td>Landover Hills</td>
</tr>
<tr>
<td>Dianna Provencher</td>
<td>Leicester</td>
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<tr>
<td>Peter Parsons</td>
<td>Lewisboro</td>
</tr>
<tr>
<td>Fillmore McPherson</td>
<td>Madison</td>
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<tr>
<td>Nancy Seligson</td>
<td>Mamaroneck</td>
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<tr>
<td>Scott Shanley</td>
<td>Manchester</td>
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<tr>
<td>George Dentino</td>
<td>Mansfield</td>
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<tr>
<td>Elizabeth Patterson</td>
<td>Mansfield</td>
</tr>
<tr>
<td>Edward St. John</td>
<td>Middlebury</td>
</tr>
<tr>
<td>J. Thomas Hurley</td>
<td>Milton</td>
</tr>
<tr>
<td>Charles Hughes</td>
<td>Natick</td>
</tr>
<tr>
<td>Robert Mezzo</td>
<td>Naugatuck</td>
</tr>
<tr>
<td>Stephen Woods</td>
<td>Newington</td>
</tr>
<tr>
<td>Office</td>
<td>Person</td>
</tr>
<tr>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>Town Manager</td>
<td>Wendy King</td>
</tr>
<tr>
<td>Town Administrator</td>
<td>John Coderre</td>
</tr>
<tr>
<td>Mayor</td>
<td>Michael Spencer</td>
</tr>
<tr>
<td>Board of Selectmen</td>
<td>Chair Bradford Bramwell</td>
</tr>
<tr>
<td>First Selectman</td>
<td>Patricia Llodra</td>
</tr>
<tr>
<td>Selectman - Chair</td>
<td>Paul Bishop</td>
</tr>
<tr>
<td>Supervisor</td>
<td>Michael Schiliro</td>
</tr>
<tr>
<td>First Selectman Bonnie Reemsnyder</td>
<td></td>
</tr>
<tr>
<td>Mayor</td>
<td>Robert McKnight</td>
</tr>
<tr>
<td>First Selectman Carl P. Fortuna, Jr.</td>
<td></td>
</tr>
<tr>
<td>First Selectman</td>
<td>Michael Freda</td>
</tr>
<tr>
<td>First Selectman James Zeoli</td>
<td></td>
</tr>
<tr>
<td>Town Manager</td>
<td>Michael Embury</td>
</tr>
<tr>
<td>Selectman - Chair</td>
<td>Dennis Lamarche</td>
</tr>
<tr>
<td>Town Council President</td>
<td>Kerry McKay</td>
</tr>
<tr>
<td>Supervisor</td>
<td>Warren Lucas</td>
</tr>
<tr>
<td>Town Supervisor</td>
<td>John Venditto</td>
</tr>
</tbody>
</table>
Appendix FF – Agency and Public Involvement (Local Elected Officials)

Town Supervisor Peter DiPaola
Town of Pelham
Town Hall 34 Fifth Avenue
Pelham, NY 10803

Mayor James Eberhardt
Town of Perryville
515 Broad St. PO Box 773
Perryville, MD 21903

First Selectman Maureen Nicholson
Town of Pomfret
5 Haven Rd.
Pomfret Center, CT 06259

Mayor Robert Chatfield
Town of Prospect
Town Hall 36 Center St.
Prospect, CT 06712

Mayor Tony Falzarano
Town of Putnam Connecticut
126 Church St.
Putnam, CT 06260

Selectman - Chair Michael Costello
Town of Rehoboth
148 Peck St.
Rehoboth, MA 02769

Town Council - President Henry Oppenheimer
Town of Richmond
5 Richmond Townhouse Rd.
Wyoming, RI 02898

Supervisor Joseph Carvin
Town of Rye
222 Grace Church St., 3rd Fl.
Port Chester, NY 10573

Town Council - President Charles Collins, Jr.
Town of Scituate
224B Central Pike PO Box 187
North Scituate, RI 02857

Mayor Michael Gonnelli
Town of Secaucus
Municipal Government Center 1203 Paterson Avenue
Secaucus, NJ 07094

Selectman - Chair David Parker
Town of Seekonk
20 Melanie Dr.
Seekonk, MA 02771

Board of Selectmen Chair William Heitin
Town of Sharon
90 South Main St.
Sharon, MA 02067

Selectman - Chair Moira Miller
Town of Shrewsbury
100 Maple Avenue
Shrewsbury, MA 01545

Town Manager Dennis Finlay
Town of Smithfield
64 Farnum Pike
Smithfield, RI 02917

Supervisor Rick Morrisey
Town of Somers
335 Route 202
Somers, NY 10589

Director of Planning Vincent Murray
Town of South Kingstown
180 High St.
Wakefield, RI 02879

Town Manager Matthew Galligan
Town of South Windsor
Town Hall 1540 Sullivan Avenue
South Windsor, CT 06074

Selectman - Chair John Rooney, III
Town of Southborough
17 Common St.
Southborough, MA 01772
First Selectman Ed Edelson  
Town of Southbury  
501 Main St.  
Southbury, CT 06488

Mayor William Dickinson, Jr  
Town of Wallingford  
45 South Main St.  
Wallingford, CT 06492

Supervisor Tony Hay  
Town of Southeast  
1360 Route 22  
Brewster, NY 10509

First Selectman Dan Steward  
Town of Waterford  
Town Hall 15 Rope Ferry Rd.  
Waterford, CT 06385-2886

Town Manager Garry Brumback  
Town of Southington  
Town Office Building 75 Main St., PO Box 06489  
Southington, CT 06489

Board of Selectmen Chair Cherry Karlson  
Town of Wayland  
Office of the Board of Selectmen 41 Cochituate Rd.  
Wayland, MA 01778

First Selectman George Crouse  
Town of Stonington  
152 Elm St.  
Stonington, CT 06378

Selectman - Chair David Murphy  
Town of Wellesley  
525 Washington St.  
Wellesley, MA 02482

Mayor John Harkins  
Town of Stratford  
Town Hall 2725 Main St.  
Stratford, CT 06615-5818

Mayor Scott Slifka  
Town of West Hartford  
50 South Main St.  
West Hartford, CT 06107

Selectman - Chair Mary Blanchard  
Town of Sturbridge  
308 Main St.  
Sturbridge, MA 01566

Selectman - Chair George Barrette  
Town of Westborough  
131 Oak St.  
Westborough, MA 01581

Town Manager Steven Werbner  
Town of Tolland  
21 Tolland Green  
Tolland, CT 06084

First Selectman Noel Bishop  
Town of Westbrook  
866 Boston Post Rd.  
Westbrook, CT 06498

First Selectman Albert Goodhall  
Town of Union  
1024 Buckley Highway  
Union, CT 06076

Town Council President Christopher Duhamel  
Town of Westerly  
45 Broad St.  
Westerly, RI 02891

Mayor Daniel Champagne  
Town of Vernon  
14 Park Place  
Vernon, CT 06066

Selectman - Chair Michael Harrity  
Town of Weston  
Weston Town Hall PO Box 378 11 Town House Rd.  
Weston, MA 02493
<table>
<thead>
<tr>
<th>First Selectman Jim Marpe</th>
<th>Township Manager Robert Vornlocker</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Westport</td>
<td>Township of Franklin</td>
</tr>
<tr>
<td>110 Myrtle Avenue, Rm. 310</td>
<td>475 DeMott Lane</td>
</tr>
<tr>
<td>Westport, CT 06880</td>
<td>Somerset, NJ 08873</td>
</tr>
<tr>
<td>Selectman - Chair Michael Walsh</td>
<td>Mayor Cathleen Lewis</td>
</tr>
<tr>
<td>Town of Westwood</td>
<td>Township of Lawrence</td>
</tr>
<tr>
<td>580 High St.</td>
<td>2207 Lawrence Rd., PO Box 6006</td>
</tr>
<tr>
<td>Westwood, MA 02090</td>
<td>Lawrence Township, NJ 08648</td>
</tr>
<tr>
<td>First Selectman Christina Mailhos</td>
<td>Board of Commissioners - President Rocco Gaspari, Jr.</td>
</tr>
<tr>
<td>Town of Willington</td>
<td>Township of Lower Chichester</td>
</tr>
<tr>
<td>40 Old Farms Rd.</td>
<td>PO Box 1255</td>
</tr>
<tr>
<td>Willington, CT 06279</td>
<td>Linwood, PA 19061</td>
</tr>
<tr>
<td>Mayor Joseph DiGirolamo</td>
<td>Mayor Nicholas Sacco</td>
</tr>
<tr>
<td>Township of Bensalem</td>
<td>Township of North Bergen</td>
</tr>
<tr>
<td>2400 Byberry Rd.</td>
<td>423 Kennedy Blvd.</td>
</tr>
<tr>
<td>Bensalem, PA 19020</td>
<td>North Bergen, NJ 07047</td>
</tr>
<tr>
<td>Town Council - President Craig Bowen</td>
<td>Mayor Francis Womack</td>
</tr>
<tr>
<td>Township of Bristol</td>
<td>Township of North Brunswick</td>
</tr>
<tr>
<td>2501 Bath Rd.</td>
<td>710 Hermann Rd.</td>
</tr>
<tr>
<td>Bristol, PA 00000</td>
<td>North Brunswick, NJ 08902</td>
</tr>
<tr>
<td>Township Manager William McCauley, III</td>
<td>Mayor Peter Cantu</td>
</tr>
<tr>
<td>Township of Bristol</td>
<td>Township of Plainsboro</td>
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<tr>
<td>2501 Bath Rd.</td>
<td>641 Plainsboro Rd.</td>
</tr>
<tr>
<td>Bristol, PA 19007</td>
<td>Plainsboro Township, NJ 08536</td>
</tr>
<tr>
<td>Council President Robert Diehl</td>
<td>Mayor Frank Gambatese</td>
</tr>
<tr>
<td>Township of Edison</td>
<td>Township of South Brunswick</td>
</tr>
<tr>
<td>100 Municipal Blvd.</td>
<td>540 Ridge Rd.</td>
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<tr>
<td>Edison, NJ 08817</td>
<td>Monmouth, NJ 08852</td>
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<tr>
<td>Board of Supervisors - Chairman Robert Harvie</td>
<td>Board of Commissioners - President Thomas Giancristoforo, Jr.</td>
</tr>
<tr>
<td>Township of Falls</td>
<td>Township of Tinicum</td>
</tr>
<tr>
<td>188 Lincoln Highway, Suite 100</td>
<td>629 North Governor Printz Blvd.</td>
</tr>
<tr>
<td>Fairless Hills, PA 19030</td>
<td>Essington, PA 19029</td>
</tr>
<tr>
<td>Mayor Craig Wilkie</td>
<td>Mayor Richard Turner</td>
</tr>
<tr>
<td>Township of Florence</td>
<td>Township of Weehawken</td>
</tr>
<tr>
<td>711 Broad St.</td>
<td>400 Park Avenue</td>
</tr>
<tr>
<td>Florence, NJ 08518</td>
<td>Weehawken, NJ 07086</td>
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</tbody>
</table>
Mayor Shing-Fu Hsueh  
Township of West Windsor  
271 Clarksville Rd.  
West Windsor, NJ 08550

County Manager Alfred Faella  
Union County  
10 Elizabethtown Plaza  
Elizabeth, NJ 07202

Upland Borough Council - President Edward Mitchell  
Upland Borough  
224 Castle Avenue  
Upland, PA 19015

Township Manager John McMullan  
Upper Chichester Township  
8500 Furey Rd.  
Upper Chichester, PA 19014

Village Manager Stephen Pappalardo  
Village of Scarsdale  
1001 Post Rd.  
Scarsdale, NY 10583

City Administrator Rashad Young  
Washington, DC  
1350 Pennsylvania Avenue, NW, Suite 521  
Washington, DC 20004

County Executive Robert P. Astorino  
Westchester County  
900 Michaelian Building, 148 Martine Avenue  
White Plains, NY 10601

Mayor John McCormac  
Woodbridge Township  
1 Main St.  
Woodbridge, NJ 07095
Other Public Agencies
Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

Gene Bailey
Executive Director
Diamond State Port Corporation (Port of Wilmington)
Port of Wilmington Administration Building
1 Hausel Rd.
Wilmington, DE 19801-5852

John Haroldson
Manager, International Trade Marketing
Diamond State Port Corporation (Port of Wilmington)
Port of Wilmington Administration Building
1 Hausel Rd.
Wilmington, DE 19801-5852

Deborah Hadden
Port Director
MassPort (Port of Boston)
One Harborside Dr.
East Boston, MA 2128

Judi Sheiffele
Executive Director
New Haven Port Authority
165 Church St.
PO Box 8716
New Haven, CT 6510

Michael Scott
Director of Engineering
Philadelphia Regional Port Authority
3460 North Delaware Avenue
2nd Fl.
Philadelphia, PA 19134

Gerard H. Sweeney
Chairman
Philadelphia Regional Port Authority
3460 North Delaware Avenue
2nd Fl.
Philadelphia, PA 19134

Nick Walsh
Director of Strategic Planning & Development
Philadelphia Regional Port Authority
3460 North Delaware Avenue
2nd Fl.
Philadelphia, PA 19134

Scott Green
Delaware River & Bay Authority
Port Authority
PO Box 71
New Castle, DE 19720

Patty Clark
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street
New York, NY 10006

John Degan Chair
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street
New York, NY 10006

Patrick Foye
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street
New York, NY 10006

Daniel Jacobs
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street
New York, NY 10006
Appendix FF – Agency and Public Involvement (Other Public Agencies)

Andrew Lynn  
Port Authority of New York & New Jersey  
4 World Trade Center  
150 Greenwich Street  
New York, NY 10006

Lou Venech  
Port Authority of New York & New Jersey  
4 World Trade Center  
150 Greenwich Street  
New York, NY 10006

Stephen Kingsberry  
Port Authority of New York & New Jersey - Trans-Hudson  
One Path Plaza  
10th Fl.  
Jersey City, NJ 7306

Ben Cornelius  
Assistant General Manager  
Port Authority Transit Corporation  
PO Box 4262  
Lindenwold, NJ 08021-0218

John Rink  
Port Authority Transit Corporation  
PO Box 4262  
Lindenwold, NJ 08021-0218

Eric Holcomb  
Executive Director  
Baltimore City Commission for Historical and Architectural Preservation  
417 East Fayette St.  
8th Fl.  
Baltimore, MD 21201

Austin Blackmon  
City of Boston - Boston Landmarks Commission  
1 City Hall Square  
Rm. 805  
Boston, MA 02201

Roseanne Foley  
City of Boston - Boston Landmarks Commission  
1 City Hall Square  
Rm. 709  
Boston, MA 02201

Polly Trottenberg  
Commissioner  
New York City Department of Transportation  
55 Water St.  
9th Fl.  
New York, NY 10041

Maria Torres  
President  
New York City Economic Development Corporation  
ATTN: Intake  
110 William St.  
New York, NY 10038

Anthony M. Santaniello  
Planner  
Philadelphia City Planning Commission  
One Parkway  
1515 Arch St.  
Philadelphia, PA 19102

Alan Greenberger  
Deputy Mayor for Economic Development and Director of Commerce  
Philadelphia Department of Commerce  
One Parkway  
1515 Arch St.  
Philadelphia, PA 19102

Jonathan E. Farnham  
Executive Director  
Philadelphia Historical Commission  
City Hall  
Rm. 576  
Philadelphia, PA 19107

Jason Martin  
Preservation Planner, Department of Planning & Development  
Providence Historic District Commission  
444 Westminster St.  
Suite 3A  
Providence, RI 02903-3215
Appendix FF – Agency and Public Involvement (Other Public Agencies)

David Lee
General Manager
CT Transit
100 Leibert Rd.
PO Box 66
Hartford, CT 06141-0066

Douglas Holcomb
Chief Executive Officer
Greater Bridgeport Transit
1 Cross St.
Bridgeport, CT 06610

Robert Andrews
Manager
Harford Transit
1311 Abingdon Rd.
Abingdon, MD 21009

Jim Ports
Administrator
Harford Transit
1311 Abingdon Rd.
Abingdon, MD 21009

Kathleen Donodeo
Transit Planner
Howard County Office of Transportation
3430 Court House Dr.
Ellicott City, MD 21043

Peter Cafiero
Director, Rail Service Design
New York City Transit
2 Broadway
New York, NY 10004

David Haase
New York City Transit
2 Broadway
New York, NY 10004

Gina Santucci
Director of Environmental Review
New York City Landmarks Preservation Commission
1 Centre St.
9N
New York, NY 10007

Meenakshi Srinivansan
Chair
New York City Landmarks Preservation Commission
1 Centre St.
9th Fl.
New York, NY 10007

Louis Schulman
Administrator
Norwalk Transit District
275 Wilson Avenue
Norwalk, CT 06854

Ella Bowman
General Manager
Southeast Area Transit District
21 Route 12
Preston, CT 06365

Lynn Bowersox
Assistant General Manager, Department of Customer Service, Communications and Marketing
Washington Metropolitan Area Transit Authority
600 5th St., NW
7A-16
Washington, DC 20001

Neal Cohen
General Manager
Washington Metropolitan Area Transit Authority
600 5th St., NW
Washington, DC 20001
Allison Davis  
Manager, Regional Planning, Office of Planning  
Washington Metropolitan Area Transit Authority  
600 5th St., NW  
Washington, DC 20001

Shyam Kannan  
Managing Director, Office of Planning  
Washington Metropolitan Area Transit Authority  
600 5th St., NW  
Washington, DC 20001

Richard Gore  
Acting Executive Director  
Delaware River Basin Commission  
25 State Police Dr.  
PO Box 7360  
West Trenton, NJ 08628-0360

Jessica Rittler-Sanchez  
Basin Planner  
Delaware River Basin Commission  
25 State Police Dr.  
PO Box 7360  
West Trenton, NJ 08628-0360

Joseph J. Resta  
Delaware River Joint Toll Bridge Commission  
2492 River Rd.  
New Hope, PA 18938-9519

Kevin Skeels  
Assistant Chief Engineer of the Bridge Commission  
Delaware River Joint Toll Bridge Commission  
2492 River Rd.  
New Hope, PA 18938-9519

George Cardwell  
Planning Administrator, Transportation Division  
Anne Arundel County Office of Planning and Zoning  
Heritage Office Complex  
2664 Riva Rd., MS-6402  
Annapolis, MD 21401

Kyle Leggs  
Baltimore City Department of Planning  
417 East Fayette St.  
8th Fl.  
Baltimore, MD 21202

Theo Ngongang  
Assistant Director  
Baltimore City Department of Planning  
417 East Fayette St.  
8th Fl.  
Baltimore, MD 21202

Thomas J. Stosur  
Director  
Baltimore City Department of Planning  
417 East Fayette St.  
8th Fl.  
Baltimore, MD 21202

William M. Johnson  
Director  
Baltimore City Department of Transportation  
417 East Fayette St.  
8th Fl.  
Baltimore, MD 21202

Jim Fitzgerald  
Sr. Manager, Transportation & Infrastructure Projects  
City of Boston - Boston Redevelopment Authority  
1 City Hall Square  
Boston, MA 02201

Peter Meade  
Director  
City of Boston - Boston Redevelopment Authority  
1 City Hall Square  
Boston, MA 02201

Tad Read  
Senior Planner III  
City of Boston - Boston Redevelopment Authority  
1 City Hall Square  
Boston, MA 02201
Sheila A. Dillon Chief and Director  
City of Boston - Department of Neighborhood Development  
26 Court St.  
8th, 9th, and 11th Fl.  
Boston, MA 02108-2501

Ken Barnes Deputy Director for Planning and Policy Development  
City of Boston - Mayor's Office of Jobs and Community Services  
43 Hawkins St.  
Boston, MA 02114

Robert D'Amico  
City of Boston - Transportation Department  
1 City Hall Square  
Rm. 721  
Boston, MA 02201-2026

Tom Kadzis Senior Planner  
City of Boston - Transportation Department  
1 City Hall Square  
Rm. 721  
Boston, MA 02201-2026

Thomas J. Tinlin Commissioner  
City of Boston - Transportation Department  
1 City Hall Square  
Rm. 721  
Boston, MA 02201-2026

Bruce R. Tuomala Director of Economic Development  
City of Danbury  
155 Deer Hill Ave.  
Danbury, CT 06810

Tom Deller Director, Development Services  
City of Hartford  
Development Services  
250 Constitution Plaza  
Hartford, CT 06103

Khara C. Dodds Planning Division Director  
City of Hartford  
Planning  
250 Constitution Plaza  
Hartford, CT 06103

Karyn Gilvarg Executive Director  
City of New Haven, City Plan Department  
165 Church St.  
5th Fl.  
New Haven, CT 06510

Matthew Nemerson Administrator  
City of New Haven, Office of Economic Development  
165 Church St.  
New Haven, CT 06510

Michael Piscitelli  
Deputy Administrator  
City of New Haven, Office of Economic Development  
165 Church St.  
New Haven, CT 06510

Lisa Moore Officer  
City of New Haven, Office of Economic Development  
City of New Haven  
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New York, NY 10038

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Assistant Vice President, Asset Management  
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Executive Director  
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Appendix FF – Agency and Public Involvement (Other Public Agencies)

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Largo, MD 20774

Haitham A. Hijazi  
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Prince George's County Department of Public Works and Transportation  
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Largo, MD 20774

Victor Weissberg  
Special Assistant to the Director  
Prince George's County Department of Public Works and Transportation  
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Largo, MD 20774

Doug McLean  
Senior Planner  
Town of South Kingstown  
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Wakefield, RI 02879

Vincent Murray  
Director of Planning  
Town of South Kingstown  
180 High St.  
Wakefield, RI 02879

Amy Grzybowksi  
Director of Code Enforcement, Grants Administrator  
Town of Westerly  
Town Hall, 45 Broad St.  
Westerly, RI 02891
### Environmental Justice Organizations

<table>
<thead>
<tr>
<th>Organization</th>
<th>Contact Person</th>
<th>Address</th>
<th>City, State, Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alpha Community Services</td>
<td>Wellington Chen</td>
<td>387 Clinton Avenue</td>
<td>Bridgeport, CT 06605</td>
</tr>
<tr>
<td>Asian Americans for Equality</td>
<td>60 Saint James Place</td>
<td>108 Norfolk St.</td>
<td>New York, NY 10002</td>
</tr>
<tr>
<td>Ellen Somakawa</td>
<td>Chinese American Community Center</td>
<td>1023 Callowhill St.</td>
<td>Philadelphia, PA 19123</td>
</tr>
<tr>
<td>Janelle Chan</td>
<td>Chinese Consolidated Benevolent Association</td>
<td>38 Oak St.</td>
<td>Boston, MA 02111</td>
</tr>
<tr>
<td>Nilda Ruiz</td>
<td>Congreso de Latinos Unidos</td>
<td>4301 Rising Sun Avenue</td>
<td>Philadelphia, PA 19140</td>
</tr>
<tr>
<td>Jennifer Coffey</td>
<td>Connecticut Association for United Spanish Action, Inc. (CAUSA)</td>
<td>300 Mendham Road</td>
<td>Mendham, NJ 07945</td>
</tr>
<tr>
<td>Bristol Community Organization</td>
<td>Connecticut Coalition for Environmental Justice</td>
<td>55 South St.</td>
<td>Bristol, CT 06010</td>
</tr>
<tr>
<td>Jim Mckee</td>
<td>Delco Alliance for Environmental Justice</td>
<td>4301 Rising Sun Avenue</td>
<td>Hartford, CT 06100</td>
</tr>
<tr>
<td>Victor Arias</td>
<td>Carol LaBelle</td>
<td>421 Elmwood Avenue</td>
<td>Franklin, CT 06254</td>
</tr>
<tr>
<td>Centro de la Comunidad</td>
<td>Noelle O’Dell</td>
<td>109 Blinman St.</td>
<td>New London, CT 06320</td>
</tr>
</tbody>
</table>

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<tr>
<td>Asian Americans United</td>
<td>Cynthia Figueroa</td>
<td>38 Oak St.</td>
<td>Boston, MA 02111</td>
</tr>
<tr>
<td>Asian Community Development Corporation</td>
<td>216 West Somerset St.</td>
<td>4301 Rising Sun Avenue</td>
<td>Philadelphia, PA 19140</td>
</tr>
<tr>
<td>Association of New Jersey Environmental Commissions</td>
<td>555 Windsor St</td>
<td>300 Mendham Road</td>
<td>Mendham, NJ 07945</td>
</tr>
<tr>
<td>Association of New Jersey Environmental Commissions</td>
<td>Hartford, CT 06106</td>
<td>300 Mendham Road</td>
<td>Mendham, NJ 07945</td>
</tr>
<tr>
<td>Asociación de Puertorriqueños en Marcha, Inc.</td>
<td>Connecticut Community Foundation</td>
<td>555 Windsor St</td>
<td>Hartford, CT 06106</td>
</tr>
<tr>
<td>Asociación de Puertorriqueños en Marcha, Inc.</td>
<td>Delco Alliance for Environmental Justice</td>
<td>38 Oak St.</td>
<td>Boston, MA 02111</td>
</tr>
<tr>
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<td>Noelle O’Dell</td>
<td>4301 Rising Sun Avenue</td>
<td>Hartford, CT 06100</td>
</tr>
</tbody>
</table>
Appendix FF – Agency and Public Involvement (Environmental Justice Organizations)

Luis Garden Acosta  
El Puente  
211 South 4th St.  
Brooklyn, NY 11211

Kanubhai Chauhan  
Federation of Indian Associations  
37-05 74th St.  
2nd Fl.  
Jackson Heights, NY 11372

Casto Maldonado  
Focus, Hispanic Center for Community Development, Inc.  
441 Broad St  
Newark, NJ 07102

Greater Baltimore Urban League  
512 Orchard St  
Baltimore, MD 21201

Josh Pawelek  
Greater Hartford Interfaith Coalition for Equity and Justice  
47 Vine St  
Hartford, CT 06112

Saravia Agustín  
Greater Stamford Hispanic Chamber of Commerce  
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Stamford, CT 06906

Angela Franco  
Greater Washington Hispanic Chamber of Commerce  
910 17th St., NW  
#1150  
Washington, DC 20006

George H. Lambert  
Greater Washington Urban League  
3501 14th St, NW  
Washington, DC 20010

Cora Mercer  
Hartford Neighborhood Center  
38 Lawrence St  
Hartford, CT 06106

Hispanic Chamber of Commerce of Greater Bridgeport  
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Bridgeport, CT 06615

Josephine Calderon  
Hispanic Federation  
55 Exchange Place  
5th Fl.  
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Diane Konieczny  
Interfaith Housing Development Corporation of Bucks County  
100 Levittown Parkway  
Levittown, PA 19054

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International Institute of Connecticut  
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Bridgeport, CT 06605

Drew Curtis  
Ironbound Community Corporation  
317 Elm St.  
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Sandra Trevino  
JUNTA for Progressive Action  
169 Grand Avenue  
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Janet Collasso  
La Alianza Hispana  
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Raymond Ocasio  
La Casa de Don Pedro  
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Appendix FF – Agency and Public Involvement (Environmental Justice Organizations)

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Latin American Community Center  
403 North Van Buren  
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Werner Oyanadel  
Latino and Puerto Rican Affairs Commission  
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Maria Teresa Montilla  
Latino Leadership Alliance of New Jersey  
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Maryland Hispanic Chamber of Commerce  
3601 East Joppa Rd.  
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Massachusetts Latino Chamber of Commerce  
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Springfield, MA 01103

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Metropolitan Wilmington Urban League  
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Springfield, MA 01139

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NAACP-Chester Branch  
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Dori Dumas  
New Haven NAACP  
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Appendix FF – Agency and Public Involvement (Environmental Justice Organizations)

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New York Urban League
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New York, NY 10030

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Newark, NJ 07102

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Belden Station
Norwalk, CT 06852

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Norwalk, CT 06854

Hilda Roque
Nuestras Raíces
329 Main St.
Holyoke, MA 01040

John Chin
Philadelphia Chinatown Development Corporation
301-305 North 9th St.
Philadelphia, PA 19107

Philadelphia Veterans Multi-Service and Education Center
213-217 North 4th St.
Philadelphia, PA 19106

Mario Bueno
Progresso Latino
626 Broad St.
Central Falls, RI 02863

David Silva
Puerto Rican Cultural Center
38 School St.
Springfield, MA 01105

Puertorriquenos Asociados for Community Organization, Inc.
390 Manila Avenue
Jersey City, NJ 07302

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Regional Environmental Council
9 Castle Street
Worcester, MA 01610

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Providence, RI 02905

Channavy Chhay
Socio-Economic Development Center for Southeast Asians
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Providence, RI 02907

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Waterbury, CT 06702

Spanish American Merchants Association
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Appendix FF – Agency and Public Involvement (Environmental Justice Organizations)

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Elizabeth S. Merritt
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National Trust for Historic Preservation
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Director of Transportation Programs
Coalition of Northeastern Governors
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Washington, DC 20001

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NY/NJ Baykeeper
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Keyport, NJ 07735
Tammy Leigh Dement  
Associate Director, Civic Landscapes  
Pennsylvania Horticultural Society  
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5th Fl.  
Philadelphia, PA 19103-1495

Patrick O'Reilly  
Port Authority of New York & New Jersey  
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150 Greenwich Street, 21st Floor  
New York, NY 10007

Marios Phili  
Port Authority of New York & New Jersey  
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150 Greenwich Street, 21st Floor  
New York, NY 10007

Jared Pilosio  
Port Authority of New York & New Jersey  
4 World Trade Center (4 WTC)  
150 Greenwich Street, 21st Floor  
New York, NY 10007
Notice of Availability
ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9023–9]

Environmental Impact Statements; Notice of Availability Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or http://www2.epa.gov/nepa

Weekly receipt of Environmental Impact Statements (EISs) Filed 11/02/2015 Through 11/06/2015 Pursuant to 40 CFR 1506.9.

Notice: Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA’s comment letters on EISs are available at: https://www.cdxnodengn.epa.gov/cdx-nepa-public/action/eis/search.

EIS No. 20150312, Draft, FRA, 00, Northeast Corridor (NEC) FUTURE Program Tier 1, Comment Period Ends: 01/30/2016, Contact: Rebecca Reyes–Alicea 212–668–2282

EIS No. 20150313, Draft, NRC, MI, Generic—License Renewal of Nuclear Plants; Supplement 56 Regarding Fermi 2 Nuclear Power Plant, Comment Period Ends: 12/28/2015, Contact: Elaine M. Koegon 301–415–8517


EIS No. 20150316, Final, DOE, OK, Plains and Eastern Clean Line Transmission Line Project, Review Period Ends: 12/14/2015, Contact: Dr. Jane Summerson 505–445–4091

EIS No. 20150317, Final, USACE, USFS, MN, NorthMet Mining Project and Land Exchange, Review Period Ends: 12/14/2015, Contact: Douglas Bruner 651–290–5378

The U.S. Department of Army’s Corps of Engineers and the U.S. Department of Agriculture’s Forest Service are joint lead agencies for the above project. EIS No. 20150318, Final, USFS, ID, Salmon-Challis National Forest Invasive Plant Treatment, Review Period Ends: 01/04/2016, Contact: Jennifer Purvine 208–879–4162

Amended Notices:


Revision to FR Notice Published 10/09/2015; Extending Comment Period from 12/01/2015 to 01/15/2016

Dated: November 9, 2015.

Dawn Roberts,
Management Analyst, NEPA Compliance Division, Office of Federal Activities.

ENVIRONMENTAL PROTECTION AGENCY

[FR Doc. 2015–28890 Filed 11–12–15; 8:45 am] BILLING CODE 6560–50–P

Maintenance Fees; Summary of Orders

Payment of Year 2015 Registration Fee

Cancellation of Pesticides for Non-Payment of Year 2015 Registration Maintenance Fees; Summary of Orders Issued

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: Under the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), the payment of an annual maintenance fee is required to keep pesticide registrations in effect. The fee due last January 15, 2015, has gone unpaid for the 236 registrations identified in this document. If the fee is not paid, the EPA Administrator may cancel these registrations by order and without a hearing; orders to cancel these registrations have been issued.

FOR FURTHER INFORMATION CONTACT:

Mick Yanchulis, Information Technology and Resources Management Division (7502P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460–0001; telephone number: (703) 347–0237; email address: yanchulis.michael@epa.gov.

Product-specific status inquiries may be made by calling toll-free, 1–800–444–7255.

SUPPLEMENTARY INFORMATION: I. General Information

A. Does this action apply to me?

This action is directed to the public in general. Although this action may be of particular interest to persons who produce or use pesticides, the Agency has not attempted to describe all the specific entities that may be affected by this action.

B. How can I get copies of this document and other related information?

The docket for this action, identified by docket identification (ID) number EPA–HQ–OPP–2015–0634, is available at http://www.regulations.gov or at the Office of Pesticide Programs Regulatory Docket (OPP Docket) in the Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW., Washington, DC 20460–0001. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the OPP Docket is (703) 305–5805. Please review the visitor instructions and additional information about the docket available at http://www.epa.gov/dockets.

Complete lists of registrations canceled for non-payment of the maintenance fee are also available for reference in the OPP Docket.

II. Background

Section 4(i)(5) of FIFRA (7 U.S.C. 136a–4(i)(5)) requires that all pesticide registrants pay an annual registration maintenance fee, due by January 15 of each year, to keep their registrations in effect. This requirement applies to all registrations granted under FIFRA section 3 (7 U.S.C. 136a) as well as those granted under FIFRA section 24(c) (7 U.S.C. 136v(c)) to meet special local needs. Registrations for which the fee is not paid are subject to cancellation by order and without a hearing.

Under FIFRA, the EPA Administrator may reduce or waive maintenance fees for minor agricultural use pesticides when it is determined that the fee would be likely to cause significant impact on the availability of the pesticide for the use.

In fiscal year 2015, maintenance fees were collected in one billing cycle. In late October of 2014, all holders of either FIFRA section 3 registrations or FIFRA section 24(c) registrations were sent lists of their active registrations, along with forms and instructions for responding. They were asked to identify which of their registrations they wished to maintain in effect, and to calculate
Sample Newspaper Notices
AFFIDAVIT

State of Maryland
County of Baltimore

Before me, a Notary Public in and for said city
and state, January 6, 2016, Cassandra Stanback
personally know to me, whom being dully sworn,
states as follows: That Cassandra Stanback is an employee
of “The Afro-American Newspapers” and that said
publication(s) carried the attached advertisement

[Signature]
Cassandra Stanback
Notary Public Signature

Legal Notice

LEGAL NOTICE
NEC FUTURE TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT AVAILABLE FOR PUBLIC COMMENT

FEDERAL RAILROAD ADMINISTRATION
NORTHEAST CORRIDOR: WASHINGTON, DC TO BOSTON, MA

The Federal Railroad Administration (FRA) hereby gives notice that the Tier 1 Draft Environmental Impact Statement (Tier 1 Draft EIS) for NEC FUTURE is available for public comment through January 30, 2016. NEC FUTURE is a planning process for improving passenger rail service along the Northeast Corridor (NEC) between Washington, D.C., and Boston, MA. The proposed action evaluated in the Tier 1 Draft EIS is the adoption of an investment program to improve passenger rail service in the NEC FUTURE Study Area, which includes portions of eight states and the District of Columbia.

The Tier 1 Draft EIS has been prepared pursuant to the National Environmental Policy Act (NEPA) and other applicable laws and regulations, such as FRA's Environmental Procedures for Considering Environmental Impacts. FRA is also conducting a concurrent and coordinated process pursuant to the Section 106 National Historic Preservation Act, resulting in the development of a Draft Programmatic Agreement, contained in Appendix G of the Tier 1 Draft EIS. The Tier 1 Draft EIS and appendices are available for public comment and can be downloaded from the NEC FUTURE website at www.necfuture.com. Print copies are also available for review at libraries along the Northeast Corridor, including the Martin Luther King Jr. Memorial Library-Central Library, 901 G St. NW, Washington, DC, the Prince George's County Memorial Library, 14730 Main St., Upper Marlboro, MD, the Enoch Pratt Library, 400 Cathedral St., Baltimore, MD, and the Towson Branch of the Baltimore County Library, 320 York Road, Towson, MD.

The FRA will hold eleven public hearings between December 9, 2015, and January 21, 2016, to solicit comments on the Tier 1 Draft EIS and Draft Programmatic Agreement. The Washington, D.C., public hearing will be held Wednesday, December 16, 2015, 4:00-7:00 p.m., at the Hall of States, 444 North Capitol Street, NW. The Baltimore public hearing will be held Thursday, January 14, 2016, 4:00-7:00 p.m., at the University of Baltimore, 21 W. Mt. Royal Avenue, 5th Floor. For information on the dates and locations of the other hearings, please visit www.necfuture.com. In the event of inclement weather, hearings may be rescheduled; please check the website at www.necfuture.com. If you require assistance to attend, please contact the NEC FUTURE team at comment@necfuture.com at least five days prior to the hearing you wish to attend.

All interested persons are invited to comment on the Tier 1 Draft EIS. Comments may be provided to the FRA in one of several ways:

* oral or written submission at any of the public hearings
* online submission at www.necfuture.com
* by email to comment@necfuture.com
* by mail, sent to Rebecca Reyes-Alcoca, USDOT, Federal Railroad Administration, One Bowling Green, Suite 429, New York, NY 10004

To be included in the public record, comments must be received by January 30, 2016. Questions may be directed to Rebecca Reyes-Alcoca at comment@necfuture.com.
Proof Of Publication of Notice in AL DIA Newspaper Inc.
Commonwealth of Pennsylvania  }  SS
County of Philadelphia

Elizabeth S. Guaracoo being duly sworn, deposes and says that AL DIA Newspaper Inc. is a weekly newspaper published at 1835 Market St., 4th Floor, Philadelphia County, Pennsylvania, which was established in the year 1992, since which date says newspaper has been regularly published and distributed in said County and that a copy of the printed notice of publication is attached to exactly as the same as was printed and published in the regular editions and issues of said weekly newspaper on the following:

Published Nov 18, 2015

and the

Affiant further deposes that he/she is duly authorized by AL DIA Newspaper Inc. a weekly newspaper to verify the foregoing statement under oath and also declares that affiant is not interested in the subject matter of the aforesaid notice or publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Sworn to and subscribed before me this 20th day of

My Commission Expires November 29, 2015

NOTARIAL SEAL
Public
DELMERLILIE CASTRO/Notary Public
City of Philadelphia, Phila. County
My Commission Expires November 29, 2015

AVISO LEGAL
NEC FUTURO PROYECTO DE IMPACTO AMBIENTAL DE NIVEL 1
DECLARACIÓN DISPONIBLE PARA COMENTARIOS PÚBLICOS
Administración Federal de Ferrocarriles
CORREDOR DEL NOROESTE: WASHINGTON, DC a Boston, MA
La Administración Federal de Ferrocarriles (FRA) por la presente comunica que el Nivel 1 Proyecto de Declaración de Impacto Ambiental (Nivel 1 Proyecto EIS) para NEC FUTURO está disponible para comenteros del público hasta el 30 de enero de 2016. NEC FUTURO es un proceso de planificación para mejorar el servicio ferroviario de pasajeros a lo largo del Corredor Noroeste (NEC) entre Washington DC y Boston, MA. La acción propuesta evaluada en el Nivel 1 Proyecto EIS es la adopción de una programación de inversión para mejorar el servicio de trenes de pasajeros en el futuro Area de Estudio NEC, que incluye porciones de ocho estados y el Distrito de Columbia.
El Nivel 1 Proyecto EIS se ha preparado de conformidad con la Ley Nacional de Política Ambiental (NEPA) y otras leyes y reglamentos aplicables, tales como Procedimientos Ambientales de FRA para considerar los impactos ambientales. FRA también está llevando a cabo un proceso simultáneo y coordinado de conformidad con la Ley de Preservación Histórica Nacional de la Sección 106, lo que resulta en el desarrollo de un Proyecto de Acuerdo Programático, que figura en el Apéndice G del Nivel 1 Proyecto EIS. El Nivel 1 Proyecto EIS y apéndices están disponibles para comenteros del público y se puede descargar desde el sitio web de NEC FUTURO en www.necefuture.com. Copias de impresión también están disponibles para su consulta en las bibliotecas a lo largo del corredor noroeste, incluyendo la Biblioteca Central Parkway de 1901 Vine St., Philadelphia, PA, los Bucy’s County Free Library, 10 S. Pine St., Doylestown, PA, y el Media-Lower Providence Free Library, 1 E. Front St., Media, Pensilvania.
El FRA celebrará once audiencias públicas entre el 9 de diciembre de 2015 y el 21 de enero de 2016, para solicitar comentarios sobre el Nivel 1 Proyecto EIS y proyecto de acuerdo programático. La audiencia pública de Filadelfia se llevará a cabo Lunes 11 de enero de 2016 4:00 – 7:00 pm, en SEPTA, 1234 Market Street, Filadelfia. La audiencia pública se llevará a cabo en Wilmington el Miércoles 20 de enero de 2016 4:00-7:00 pm, en el Delaware Technical Community College, 333 Shipley Street. Para obtener información sobre las fechas y lugares de las otras audiencias, por favor visite www.necefuture.com. En caso de mal tiempo, las audiencias pueden ser reprogramadas por favor, consulte el sitio web en www.necefuture.com. Si necesita ayuda para asistir, por favor póngase en contacto con el equipo NEC FUTURO en comment@necefuture.com al menos cinco días antes de la audiencia que desee asistir.
Se invita a todas las personas interesadas a comentar sobre el Nivel 1 Proyecto EIS. Los comentarios pueden ser proporcionados a la FRA en una de varias maneras:
- oral o comunicación escrita en cualquiera de las audiencias públicas
- presentación en línea en www.necefuture.com
- por correo electrónico a comment@necefuture.com
- por correo, enviado a Rebecca Reyes-Alconte, USDOI, Administración Federal de Ferrocarriles, un Bowling Green, Suite 429, New York, NY 10004
Para ser incluido en el registro público, los comentarios deben ser recibidos el 30 de enero, 2016.
Las preguntas pueden ser dirigidas a Rebecca Reyes-Alconte en comment@necefuture.com.
STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Florence Devlin being duly sworn, deposes and says that The Philadelphia Inquirer is a daily newspaper published at 8th and Market Street, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

November 13, 2015

Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Sworn to and subscribed before me this 13th day of November, 2015.

Mary Anne Logan
Notary Public

My Commission Expires:

NOTARIAL SEAL
MARY ANNE LOGAN, Notary Public
City of Philadelphia, Philadelphia County
My Commission Expires March 30, 2017
The Defeat of “Chavismo”

On Sunday, December 6, precisely on the 17th anniversary of the first victory of Hugo Chavez, Venezuelans voted overwhelmingly against his socialist project.

> Gabriel Planello-Bianco

With a 74.25% participation of the electorate, the results leave no doubt about what Venezuelans want right now: to live in peace and democracy.

The official election results finally released by the National Electoral Council would give the Democratic Unity Coalition (MUD for its acronym in Spanish) a total of 112 legislators representing 65.27%, and the ruling party PSUV 55 seats for a percentage of 34.73% of representation in the Assembly.

“This victory is the beginning of change” is the general feeling of the supporters of the Democratic Unity Coalition, and from Monday, as soon as the results were known, Venezuela in its entirety is celebrating. President Nicolás Maduro conceded defeat on national television, and in turn the current president of the Venezuelan Parliament, Diosdado Cabello, acknowledged Monday the defeat of Chavism in the legislative.

Reactions to the results came soon after. Some interpret them as the logical continuation of the election results in Argentina, two weeks ago, that led to the parting of Cristina Fernández de Kirchner after 20 years in power, a great ally of Chávez in Latin America. In fact, a reverse domino effect is expected in the area, because with the arrival of Chavez to the presidency of Venezuela, an arise of the left took place at a continental level, supported by the financing that oil prices gave to the socialist project to counter US influence in the continent.

Although the results obtained by the MUD allow certain reforms to take place, such as to appoint or dismiss officials of institutions, as judges of the Supreme Court or the directors of the National Electoral Council, and even summon a recall referendum next April when couldn’t meet its term, as expected, the defeated in Sunday’s elections have not been standing arms folded, and the same Maduro, while asked his cabinet to resign, declared institutional war to the National Assembly to be installed on January 5th with the majority of seats occupied by the opposition. “Every action taken by the Assembly will have one revolutionary, constitutional, and especially socialist reaction”, he said. Among them, they will veto the amnesty that the opposition intends to propose to release political prisoners, and will decree that public employees cannot be removed from office.

And at the same time a call has been made to the voters of Sunday’s election to handle the results with humility, the latent threat of radical “Chavistas” is summarized in the phrase of the government’s political party (PSUV) head of campaign Jorge Rodríguez, “manage well your victory, the people are on the street.”

The ruling party still controls many municipalities and institutions of power, so it is clear that only a door opened for change and that the vast majority of Venezuelans are tired of the violence and shortages as well as the inefficiency of a project that promises much but achieves little.

Either way, the news is good, excellent for the Venezuelan people who have well deserved this historic achievement.

———

NEC FUTURE is the plan of the Administration Federal del Ferrocarril (FRA) for future investments in the Corredor Noreste (NEC), the column vertebral of the train from Washington, D.C., to Boston. The NEC is fundamental for the continuous growth of the economy and the vitality of the Noreste.

La FRA ha dado a conocer un borrador nivel 1 del impacto ambiental (EIS) que presenta visiones alternativas para el futuro de NEC. El borrador nivel 1 EIS está disponible para su revisión en la página web www.necfuture.com y en la bibliotecas públicas del corredor Noreste.

Los comentarios pueden ser presentados en www.necfuture.com, por correo electrónico a comment@necfuture.com, o enviados a USDOT, Federal Railroad Administration, One Bowling Green, Suite 429, New York, NY 10004. O puede asistir a una de las 11 audiencias públicas para entregar su comentario personalmente, incluyendo:

WILMINGTON, DE
20 de Enero, 2016, 4:00 a 7:00 p.m.
Delaware Technical Community College, 333 Shively Street

FILADELPHIA, PA
11 de Enero, 2016, 4:00 a 7:00 p.m.
SEPTA, 1234 Market Street, Nivel Mezzanina

En caso de mal tiempo, las audiencias pueden ser canceladas; por favor revise el sitio web www.necfuture.com. Si requiere de asistencia para asistir, contáctenos a comment@necfuture.com al menos con cinco días de anticipación a la audiencia que desee asistir.

Los comentarios serán aceptados hasta el 30 de enero de 2016. Esperamos saber de usted.

U.S. Department of Transportation
Federal Railroad Administration
Comments may be submitted at www.necfuture.com and at public libraries along the NEC. 10004. Or attend one of 11 public hearings to submit your comment in person, including the:

The FRA has released the Tier 1 Draft Environmental Impact Statement (EIS) which presents investments in the Northeast Corridor (NEC), the rail transportation spine from Washington, D.C. to Boston. NEC FUTURE is the Federal Railroad Administration’s (FRA) comprehensive plan for future investments in the NEC that serves the developmentally disabled and promotes commerce. Making decisions about the NEC now will have a long-term benefit for the community. For Hyder, the Muslim physique was a blessing: "I can't believe this would happen in a town like this."
fun+games

Crossword

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1 “Demo” anagram
5 Portended
10 Legendary Ripken
13 Having keen interest
14 Electric bill listing
15 “Two Mules for Sister ___” (Clint Eastwood film)
16 One place for musicians
19 Make a goof
20 Suggestion box fillers
21 Capitol Hill workers
22 Cork in a bottle, e.g.
24 Justice Dept. employees
25 Provide with sustenance
26 Home on the plains, once
28 Recipe direction
30 Allen Iverson was one, briefly
31 Diamond or ruby
34 Way to reveal secrets at night
38 “Dee-lish!”
39 Narrative stories
40 Foot division
41 “But of course!”
42 Like a comfortable pillow
44 Bagel purveyors
46 One of a horse’s limbs
49 “Shroud” city
50 Australian “bear”
52 First family member
53 Saying a lot
56 Iron-pumper’s pride, for short
57 Two-dot mark
58 Summer breeze sources
59 Air France plane, once
60 Carafe relatives
61 Catch ___ (start to get)

DOWN
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2 Blatant
3 Certain storage method
4 Tokyo, formerly
5 Ready to bloom
6 Purple willow, e.g.
7 Comedian Carvey
8 Faberge collectibles
9 ___ Plaines River
10 Ace of clubs?
11 Taurus preceder
12 Myanmar neighbor
13 Having keen interest
14 Electric bill listing
15 “Two Mules for Sister ___” (Clint Eastwood film)
16 One place for musicians
19 Make a goof
20 Suggestion box fillers
21 Capitol Hill workers
22 Cork in a bottle, e.g.
24 Justice Dept. employees
25 Provide with sustenance
26 Home on the plains, once
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56 Iron-pumper’s pride, for short
57 Two-dot mark
58 Summer breeze sources
59 Air France plane, once
60 Carafe relatives
61 Catch ___ (start to get)

HELP US DECIDE ON THE BEST FUTURE FOR THE NORTHEAST CORRIDOR RAIL LINE!

NEC FUTURE is the Federal Railroad Administration’s (FRA) comprehensive plan for future investments in the Northeast Corridor (NEC), the rail transportation spine from Washington, D.C. to Boston. The NEC is critical to the continued economic growth and vitality of the Northeast.

The FRA has released the Tier 1 Draft Environmental Impact Statement (EIS) which presents alternative visions for the future of the NEC. The Tier 1 Draft EIS is available for review online at www.necfuture.com and at public libraries along the NEC.

Comments may be submitted at www.necfuture.com, emailed to comment@necfuture.com, or sent to USDOT, Federal Railroad Administration, One Bowling Green, Suite 429, New York, NY 10004. Or attend one of 11 public hearings to submit your comment in person, including the Washington, D.C. hearing:

WASHINGTON, D.C.
December 16, 2015, 4:00 to 7:00 p.m.
Presentations at 4:30 and 6:00 p.m.
Hall of States, 444 North Capitol Street, NW

In inclement weather, hearings may be cancelled; please check the website at www.necfuture.com. If you require assistance to attend, contact us at comment@necfuture.com at least five days prior to the hearing you wish to attend.

Comments will be accepted until 1/30/2016.

We look forward to hearing from you.

U.S. Department of Transportation
Federal Railroad Administration

SAY WHAT?

WEDNESDAY’S SOLUTION

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Station Poster
Help us decide on the best future for the Northeast Corridor rail line!

NEC FUTURE is the Federal Railroad Administration’s comprehensive effort to plan for future investments in the Northeast Corridor (NEC), the rail transportation spine from Washington, D.C., to Boston, one of the busiest rail corridors in the world. The NEC is critical to the continued economic growth and vitality of the Northeast.

Decisions we make today will determine the role of the NEC in our future. The Federal Railroad Administration (FRA) has released the Tier 1 Draft Environmental Impact Statement (EIS) for NEC FUTURE, which presents alternative visions for the future of the NEC. The FRA is seeking your input on the role of rail transportation in the Northeast.

The Tier 1 Draft EIS is available for review online at www.necfuture.com and at public libraries along the NEC. We hope you will help us make smart choices to keep our future on track. Comments may be submitted at www.necfuture.com, emailed to comment@necfuture.com, or mailed to the address listed below. Or attend one of 11 public hearings to submit your comment in person.

What is NEC FUTURE?

NEC FUTURE

Choices for the NEC

Help us make the Smartest Choice

4 ways you can submit your comment

1. Comment in person by:
   Attending a Public Hearing
   Information at: www.necfuture.com

2. Submit a comment online at:
   www.necfuture.com

3. Comment via email:
   comment@necfuture.com

4. Or send comments to:
   NEC FUTURE
   U.S. DOT, Federal Railroad Administration
   One Bowling Green, Suite 429
   New York, NY 10004

Para información en español, visite: necfuture.com/es

Let us hear from you by January 30, 2016!

JOIN US AT A PUBLIC HEARING:

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<thead>
<tr>
<th>City, State</th>
<th>Date</th>
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<tbody>
<tr>
<td>Boston, MA</td>
<td>Wednesday, December 9</td>
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<tr>
<td>New Haven, CT</td>
<td>Monday, December 14</td>
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<tr>
<td>New York, NY</td>
<td>Tuesday, December 15</td>
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<tr>
<td>Washington, DC</td>
<td>Wednesday, December 16</td>
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<tr>
<td>Providence, RI</td>
<td>Thursday, December 17</td>
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<td>Philadelphia, PA</td>
<td>Monday, January 11</td>
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<tr>
<td>Mineola, NY</td>
<td>Tuesday, January 12</td>
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<td>Hartford, CT</td>
<td>Wednesday, January 13</td>
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<tr>
<td>Baltimore, MD</td>
<td>Thursday, January 14</td>
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<tr>
<td>Newark, NJ</td>
<td>Tuesday, January 19</td>
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<tr>
<td>Wilmington, DE</td>
<td>Wednesday, January 20</td>
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</tbody>
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All meetings from 4 p.m. to 7 p.m.
Visit www.necfuture.com for more details.
Other Correspondence
Comment Summary Report

- Appendix Part 1: A–D
- Appendix Part 2: E–K
- Appendix Part 3: L–P
- Appendix Part 4: Q–Z
Comment Summary Report

July 2016

U.S. Department of Transportation
Federal Railroad Administration
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Appendix: Comments Submitted on the Tier 1 Draft EIS
1. Introduction

NEC FUTURE is the Federal Railroad Administration’s (FRA) comprehensive plan for future investment in the Northeast Corridor (NEC), the rail transportation spine from Washington, D.C., to Boston. NEC FUTURE will define a long-term vision and guide investments in passenger rail improvement projects on the NEC through 2040. This effort includes the preparation of a Tier 1 Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA). The Tier 1 EIS is a programmatic evaluation of investment alternatives for the NEC that will be followed by more-detailed project-level (Tier 2) environmental reviews.

In November 2015, the FRA released the Tier 1 Draft EIS, along with a Draft Programmatic Agreement under Section 106 of the National Historic Preservation Act, for public review and comment. The development of the Tier 1 Draft EIS reflected not only technical analysis, but extensive coordination and consultation with state and federal agencies, railroad operators, and the public. This coordination and consultation began with a scoping process in 2012 that helped to inform the development of initial alternatives and continued as the alternatives were refined and evaluated.

The FRA did not identify a Preferred Alternative in the Tier 1 Draft EIS so public comment could inform this key decision. To encourage a robust dialogue on the Tier 1 Draft EIS, the FRA established a public comment period lasting over two months, from November 13, 2015, to January 30, 2016. In response to requests, the FRA subsequently extended the comment period to February 16, 2016. Eleven public hearings were held during this period across the Northeast in Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, and Massachusetts, and the District of Columbia. All Tier 1 Draft EIS materials were placed on the NEC FUTURE website, and hard copies were made available in libraries in each county along the representative routes of the alternatives. The FRA also sent information packets to local elected officials in each jurisdiction along these representative routes, as well as to environmental and transportation agencies in each state. As part of compliance with the Section 106 process, the Tier 1 Draft EIS and Draft Programmatic Agreement were sent to tribes as part of the government-to-government consultation process, and also sent to signatories of and consulting and concurring parties to the NEC FUTURE Draft Programmatic Agreement.

2. Comments Received

During the comment period, the FRA received over 3,200 submissions on the Tier 1 Draft EIS from individuals, agencies, and organizations. The entire set of submissions is included in the Appendix of this report. A majority (77 percent) of these were submitted through the website, while the remainder were

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1 The National Environmental Policy Act requires an environmental review process before federal agencies make decisions about actions that could have environmental effects. In the case of NEC FUTURE, the environmental review process is a Tier 1 Environmental Impact Statement, and the action under review is the selection of an investment program for the Northeast Corridor.

2 Available at www.necfuture.com

3 Concurrent with the Tier 1 EIS, the FRA is conducting a review of potential effects on historic properties under Section 106 of the National Historic Preservation Act.
submitted by email (15 percent), public hearing testimony (4 percent), U.S. mail (2 percent), comment card (1 percent), or other hard copies (1 percent).

The submissions were also categorized by stakeholder type. Most (92 percent) were submitted by individuals. Special interest groups submitted 3 percent of the submissions, followed by local agencies (2 percent) and elected officials (1 percent). All other categories (federal agencies, state agencies, passenger railroads, freight railroads, tribes, and other) accounted for less than 1 percent of the submissions received. Individuals or organizations in the state of Connecticut submitted more than half (58 percent) of the submissions (Figure 1).

**Figure 1: Number of Submissions by State of Origin**

The FRA analyzed the individual comments contained in each submission. Many submissions contained comments on more than one topic, resulting in a total of over 5,000 individual comments. The comments addressed the overall vision for the future of the NEC, the importance of rail connections and enhanced mobility, the relationship of rail service to the region’s economy, environmental benefits and impacts, costs and funding. In addition, the FRA received comments on the methodologies used in the Tier 1 Draft EIS analyses and on the overall study process, including public outreach and the level of information provided.

3. **Role of Comments in FRA’s Deliberative Process to Select a Preferred Alternative**

The FRA is considering three factors in their selection of a Preferred Alternative: public and stakeholder input, the findings of the Tier 1 Draft EIS, and FRA policy objectives consistent with U.S. Department of
Transportation strategic goals. Many of the comments received provide useful insights into the concerns of the traveling public and will help guide the FRA in developing a Preferred Alternative that is responsive to the needs of travelers in the Study Area, provides the best opportunities for economic growth, and minimizes effects to built or natural environmental features of particular concern. This summary provides early insight into the range of issues and concerns the FRA heard from commenters. Comprehensive information on all of the comments received and the topics covered, as well as FRA’s responses, will be provided in the Tier 1 Final EIS, scheduled for release in the fall of 2016.

4. **Thematic Summary**

The majority of the comments received addressed one or more of the following key themes:

- **The overall vision for passenger rail in the Northeast**, as articulated in the alternatives described in the Tier 1 Draft EIS
- **The importance of enhancing transportation connections and mobility at all levels of the system**, from roll-on bicycle access to improved ties to connecting corridors
- **The critical role of passenger rail service in maintaining the importance of the region’s economy**, along with opportunities for growth
- **Environmental benefits and impacts**, including support for the greenhouse gas benefits of increasing passenger rail ridership and opposition to infrastructure investments that would affect the built environment
- **The cost of improvements and availability of funding**
- **The data and methodologies used for the Tier 1 Draft EIS analyses**
- **The Tier 1 study process**, in particular, the need for more public outreach to potentially affected communities, and the difficulty of evaluating alternatives at a Tier 1 level of detail

The following sections summarize the comments received on each of these themes and includes excerpts from comments—as seen with the text in quotations—that represent the range of comments received on each theme. These excerpts are presented without attribution as examples of the language and sentiments articulated by those submitting comments. The FRA will consider all comments in identifying a Preferred Alternative. The Tier 1 Final EIS will provide a comprehensive summary of all of the comments received and the FRA’s responses.

4.1 **OVERALL VISION FOR PASSENGER RAIL IN THE NORTHEAST**

The Tier 1 Draft EIS presented three distinct visions for the future role of passenger rail in the Northeast transportation system. The visions represent a range of service levels designed either to maintain (Alternative 1), grow (Alternative 2), or transform (Alternative 3) the role of rail in 2040, with corresponding
infrastructure investments. The Tier 1 Draft EIS compared each vision, or Action Alternative, with a No Action Alternative.\textsuperscript{4}

The FRA received numerous comments on the alternative visions. These comments overwhelmingly stressed the importance of achieving a state of good repair, with clear support for going beyond the No Action Alternative. While there was some support for a transformative vision that would create a “world class” rail system, most commenters preferred a less ambitious approach, and many called on the FRA to fix the existing NEC before undertaking any expansion. Commenters also sought to ensure that improved Regional rail service be an integral part of the vision:

4.1.1 “FIX IT FIRST”

Achieving a state of good repair is the highest priority for many participants:

“…the NEC must be brought to a State of Good Repair and maintained in that condition as a baseline…many sections of today’s NEC are more than 100 years old and show evidence of functional or structural obsolescence.”

“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.”

“We are deeply concerned about the current state of repair of the entire NEC…it is vital to all riders that the NEC and connecting lines be brought to a state of good repair before grandiose projects are built.”

4.1.2 NO ACTION ALTERNATIVE IS INADEQUATE

Commenters overwhelmingly agree that the No Action Alternative is inadequate for the region and should be rejected:

“The No Action Alternative…is not an acceptable outcome for the Northeast Corridor and would lead to network failure…The No Action Alternative would guarantee a continued erosion of service quality and service reliability and fail to meet the most basic increased travel demands in a growing economy. The No Action Alternative would cause increasingly overcrowded trains, less reliable service, and threaten growth prospects

\textsuperscript{4} Alternative 1 maintains the role of rail as it is today, with increases in the level of rail service as required to keep pace with population and employment growth. Alternative 2 grows the role of rail, expanding service at a greater rate than population and employment growth and adding service to new markets. Alternative 3 transforms the role of rail, with a second spine the length of the corridor that supports faster trips and serves markets not currently well connected by passenger rail. The No Action Alternative is the baseline against which the FRA compared each of the Action Alternatives. It includes projects currently planned and programmed, and repairs to keep the railroad operating, but only at today’s level of service. Full details on the Action Alternatives and the No Action Alternative are available on the NEC FUTURE website at www.necfuture.com and in the Tier 1 Draft EIS, also available on the website.
for the region and nation, damaging a globally competitive economic environment.”

“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 into the state of disrepair in which it currently exists.”

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

“I think this investment is sorely needed. We need to modernize our rail corridor.”

“Obviously the current NEC desperately requires major infrastructure upgrades, but it is our view that NEC needs to GROW, at a minimum, and ideally be transformed into a higher capacity system.”

4.1.3 SUPPORT FOR ALTERNATIVES 1 AND 2, WITH MODIFICATIONS

Many commenters support the visions articulated in either Alternative 1 or 2 (“Maintain” or “Grow”) as the most appropriate level of service, or level of investment, for the NEC. One feature of Alternative 1 was strongly opposed due to potential environmental impacts in the town of Old Lyme, CT (see Environmental Benefits and Impacts).

Commenters tended to favor certain features of Alternative 2, including the high frequency of service and direct NEC service to the Philadelphia International Airport. However, there were mixed reviews about the new segment in Alternative 2 between New Haven and Hartford, CT, and Providence, RI. Many felt that this new segment would generate too many environmental impacts, while others welcomed new connections, such as the opportunity to connect to the University of Connecticut at Storrs with the new station under Alternative 2:

“…we believe that Alternative #1 is the best option for the NEC. Alternative #1 addresses the needed level of rail service required to support projected population and employment…

Alternative #1 expands capacity, adds tracks, relieves key chokepoints, and serves the future of Connecticut well. This option is also by far the least expensive of the three options…”

“I would consider Alternative 2 to be the minimum.”

“I believe Alternative 2 is best compromise in terms of service expansion, reduction of travel times, and cost of construction. Alternative 2 also provides provision for future growth. It is not quite world class with 91 mph
average speed from Boston to DC but still 50% better than current average speed of just 63 mph."

“The proposal for a line that runs through Storrs, CT is exactly what the state and the Northeast needs to expand not only the access to the flagship educational institution, but more importantly, a hub of knowledge production, research and innovation that presents a host of economic opportunities for the region...The flow of innovation and ingenuity—literally and figuratively—would indeed bode well for us.”

“Alternative 2 Growth, is our preferred option 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 of change - an estimated 93 million annual trips... to a passenger rail, a much more sustainable option than private vehicles in an area with already congested highways and bridges.”

Some suggested that the components of the various alternatives be packaged in a different manner, with the most critical and readily feasible projects uncoupled from the more ambitious, off-corridor improvements:

“For Alternative 2 (‘Grow’), we would prefer a package of projects that is more than ‘Maintain’, but which does not make use of lengthy new rights-of-ways.”

“…a Preferred Alternative should be the mix of projects from among the alternatives presented that will create an immediate framework for investment while not limiting future options to the extent that is practical.”

4.1.4 DESIRE FOR A WORLD-CLASS RAIL SYSTEM AND SUPPORT FOR ALTERNATIVE 3

While there was less support for the vision articulated in Alternative 3 ("Transform"), some commenters believe that a world-class rail system capable of high-performance service at 220 mph is essential for the Northeast to remain competitive in the global economy:

“...Alternatives 1 and 2 fall far short of creating a world-class rail transportation system that will meaningfully impact the region’s global competitiveness...Alternatives 1 and 2 offer only minimal capacity for growth beyond the horizon year, leaving the region facing major costs to keep the NEC relevant past 2040.”

“We strongly support a long-term vision for true high-speed rail for the NEC. Trains are currently operating at speeds of 220 mph and above throughout the world, and that goal should not be merely aspirational in the NEC but attainable...As a result, we support further consideration of Alternatives 2 and 3, which provide the strongest pathways for future
growth of the NEC corridor and the region. We recognize that Alternative 3 in particular would provide for the most robust network and preserves the broadest set of options for the region to explore in years to come.

“...we need world-class rail in the United States, and strongly support NEC Alternates 3.1 – 3.4 as a first step toward achieving this. It is important to clarify, however, that even these Alternates are modest by world standards, that they bring us only to a position many of our competitors reached and surpassed decades ago, and that none of the proposed Alternates will provide transportation parity, let alone bring us a leadership position.”

4.1.5 CONSIDERATION OF ALTERNATIVE 3 ROUTING OPTIONS

There was no consensus on a second spine route option north of New York. Comments indicated considerable opposition to a Long Island route option, as well as disappointment that a second spine routing through Springfield, MA, to Boston was not advanced in the Tier 1 Draft EIS:

“...[We] must vigorously object to the Alternative 3 concept of the Plan, as it would cause irreparable harm and damage...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.”

“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.”

“We are disappointed that the Tier 1 Draft EIS does not include the existing Inland Route alignment (Hartford/ Springfield/ Worcester/ Boston)…Current improvements to the Hartford Rail Line between New Haven and Springfield are scheduled for completion in 2018...By omitting the existing inland route from consideration, the NEC FUTURE project fails to leverage this impressive improvement program in a way that would further enhance the regional rail system while offering system redundancy for users of the existing NEC mainline.”

As with Alternatives 1 and 2, some commenters suggested repackaging the components of Alternative 3, so that the challenge of constructing the most expensive or difficult elements would not stand in the way of completing more readily feasible elements:

“Alternative 3 (also called ‘Transform’) contains several ideas that are certainly thinking ‘outside-of-the-box’ and would certainly transform the Northeast Corridor...We agree that it would be transformational to build a route that serves the Philadelphia Airport and also to build a new route
from Hartford to Providence. These ‘relatively easy’ projects may need to be delineated from the extremely expensive and perhaps impossible to accomplish projects such as the construction of a new corridor north of New York City; the construction of a tunnel under Long Island Sounds and the installation of multiple new tunnels under the East River and Hudson River.”

4.1.6 REGIONAL RAIL SERVICE IS CRITICAL

Commenters stressed the importance of Regional rail service in any future vision for the NEC:

“...the study shows the vast majority of trips will be taken on regional rail. We recommend increased funding for the regional rail services that will make the high speed corridor a success.”

“...the most critical finding among the alternatives examined [is] the need for added trans-Hudson rail capacity into Midtown Manhattan. The analysis makes clear that...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...to meet customer demand [for commuter services] in 2040…”

“The primary concern and objective of our member businesses, their employees, and their customers, is the need for dramatically improved commuter travel time to New York City...”

“I suggest consideration be given to combining SEPTA and MARC service into a jointly operated low fare ‘through’ service making local stops between Trenton and Washington D.C. This would fill a gap on the corridor between Newark Delaware and Aberdeen Maryland.”

“I would love for the Maryland train to be continued up into Delaware.”

4.1.7 FRA’S CONSIDERATION OF COMMENTS ON THE OVERALL VISION FOR PASSENGER RAIL

The FRA presented a range of possible future visions with the Action Alternatives to allow the public and stakeholders to voice their perspectives on the future role of rail in the Northeast. Commenters provided useful perspectives on the importance of the existing NEC to the region and the need to “fix it first” and bring it to a state of good repair; others sought a world-class rail network. Although there was not agreement on any one vision, commenters overwhelmingly agreed that the No Action Alternative is inadequate for the region and should be rejected. Comments expressed concerns with the timeliness of some decisions—specifically with regard to the Alternative 3 route options north of New York City. Comments also suggested that no matter what the vision, an incremental solution that can be implemented in meaningful phases is preferred.
The FRA is considering these views as it deliberates on a Preferred Alternative; finding ways to balance the desire for more-frequent, better connections to more markets with concerns about the condition of the existing NEC and the environmental effects of any change. The diversity of opinions suggest that the FRA seek a balanced approach that is forward-looking but also responsive to local or geographic differences within the Study Area, building from elements of each Action Alternative while focusing on a singular corridor-wide vision.

Based on review of the numerous comments received on a vision for the NEC, the FRA identified several overarching themes that broadly capture the sentiments about the role of rail: the importance of improved mobility; the need to strengthen communities and metropolitan areas along the NEC; enhanced operating efficiencies to deliver more service to more people; and constructability and phasing. These themes will further inform the FRA’s deliberations on a Preferred Alternative.

### 4.2 ENHANCING TRANSPORTATION CONNECTIONS AND MOBILITY

A second major theme in the comments on the Tier 1 Draft EIS is the importance of improving mobility through better connections at all levels of the system. This includes better connections on the existing NEC, to connecting corridors, to potential new markets, and to other modes of transportation. Commenters seek more rail options, whether for commuting to work or for Intercity travel. There is also interest in seeing a more integrated, customer-friendly NEC, with features such as a common fare card for greater convenience.

#### 4.2.1 IMPROVE MOBILITY AND CONNECTIONS ALONG THE NEC

The FRA received a wide variety of suggestions for improving connections between cities along the existing NEC. Some of these addressed travel time (such as a desire for a 60-minute ride between New Haven and New York City). Others urged that service be upgraded in specific locations, such as Chester, PA, and Secaucus, NJ. Still others advocated connections to new markets along the new segments in the Action Alternatives:

“...investments to enhance the capacity for intercity service should favor those locations, typically metropolitan areas, with a robust transit ridership to complement and interact with intercity service.”

“We're also very pleased to see significant discussion in the plan about connection among different rail lines and envisioning ways, for example, with appropriate scheduling, to move something closer to one-seat rides, even if we don't have actual one-seat rides, facilitating the connections. I'm very pleased to see that.”

“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.”
“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.”

Some commenters were concerned that their cities not be bypassed by a new high-speed route. For example, there was concern from various stakeholders in Delaware about the lack of a connection at Wilmington to the second spine route proposed in Alternative 3. Similar concerns were expressed about Providence, RI and Alternative 3 routing options:

“The high speed rail should serve downtown Providence, one of the busiest stations in the Northeast Corridor...Regardless of the selected alternative, Providence should be the major station that accommodates all high speed rail service between New York and Boston...”

Any plan for expanded or future rail improvements must include Core cities like Wilmington Delaware. Keeping our urban centers connected will ensure the prosperity of Amtrak in the North East. Keeping Wilmington connected recognizes its past and future role as one of your busiest stations.

4.2.2 IMPROVE SERVICE TO CONNECTING CORRIDORS

Agencies and individuals commented on the importance of improving service on connecting passenger rail corridors. Comments received supported the need for expansion within the NEC and beyond to markets in Virginia, Pennsylvania, upstate New York, central Connecticut, western Massachusetts, Vermont, and Maine. Many commenters voiced support for including connections via the Hartford Line from New Haven to Hartford, CT, and Springfield, MA:

“Please do whatever possible to expand and improve service (including more high-speed service) in the NEC, including across Pennsylvania to Harrisburg and Pittsburgh.”

“It is important that any changes to the Northeast Corridor preserve the one-seat ride to New York City on the Keystone Service...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...”

“We specifically request FRA to include the proposed Hartford Line, which connects New Haven, Hartford and Springfield in the first phase of the Tier 2 EIS Program. The Hartford line runs across the Knowledge Corridor, which is the 20th largest metro region in the country...Multi-modal
Commenters looked for further explanation of how the Action Alternatives would allow for increased capacity for through trips originating on connecting corridors and continuing to destinations along the NEC. Interest in integrating connecting corridor service into the improved NEC was expressed for both electrified and non-electrified corridors:

“I agree there needs to be expansion, not just within the Northeast Corridor itself, where we are under wire, but also outside of the Northeast. More so in areas where there is market growth, such as Virginia, Upstate New York, New England and even try to get some of the market in the State of Pennsylvania.”

“Any report on the environmental impact of the Northeast Corridor should also include Amtrak's 103-mile Philadelphia-Harrisburg line, which is -- like the NEC -- electrified and so already contributes to a cleaner environment.”

Overall, the importance of coordinating with ongoing planning efforts was noted with regard to each of the connecting corridors (Southeast to Virginia, Keystone, Empire, New Haven-Hartford-Springfield, Inland Route, and Downeaster north of Boston):

“…there may be conflict with operating and infrastructure plans currently being developed for the corridor jointly by CSX Transportation, VRE, and the Commonwealth of Virginia; It should be more clearly noted in the report that any discussion of the three service alternatives (Maintain, Grow, Transform) south of Washington Union Station are purely speculative and have not been fully scrutinized in this current study.”

4.2.3 STRENGTHEN AIRPORT CONNECTIONS

The FRA heard from a variety of individuals and organizations about the importance of rail connections to the region’s airports:

“I believe a direct ‘pass through’ connection to Philadelphia International Airport is critical as an enhancement to the NEC. This would enable travelers originating from points south of the airport to avoid bypassing PHL, traveling on to the 30th Street station, switching trains, and riding to PHL on the current SEPTA airport line. Taking a train is highly preferable to dealing with driving, parking, and shuttles to and from the terminal.”

“…riders must be able to connect directly to [Philadelphia International Airport] from the Joseph R. Biden Jr. Amtrak Station in Wilmington…”

“The Tier 1 DEIS does not currently contemplate a rail connection to Bradley International Airport. This omission is a significant concern…The
Amtrak connection to BWI Airport, for example, has provided a major boost for the Maryland/Baltimore/Washington corridor. Service at Bradley is expanding and there needs to be coordination with the existing and proposed rail infrastructure.

“A connection to Bradley International Airport (BDL, Gateway to New England) is critical. Service at the airport is expanding…”

4.2.4 PROVIDE ROLL-ON BICYCLE ACCESS

The FRA also heard from many cycling advocates who want to see better accommodation for bicycles on board trains, at stations, and in the design of rail infrastructure:

“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...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...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.”

4.2.5 IMPROVE CUSTOMER CONVENIENCE AND AFFORDABILITY

Other comments addressed the need for more convenient, customer-friendly service across the NEC, including a common fare card. There is also strong support for more affordable Intercity service:

“As you craft your plans, I urge you to build railroad cooperation into any blueprint for the NEC's future...Running commuter trains between Long Island and New Jersey & rather than terminating them at Penn...could double capacity while opening up jobs to those on both sides of Manhattan. Coordinated communications and ticketing could ease crowding and nerves. And other options, such as sharing services, would slow the rate of fare increases for riders of all stripes.”

“The new capacity provided by the alternatives can be expanded even further by maximizing opportunities for new connections among the regional rail providers. Issues such as regional fare integration and interoperability need to be addressed.”

“...NEC FUTURE should consider ways to maintain and expand the most affordable service...Providing affordable transportation options could help provide access to jobs for diverse income levels and populations along the corridor.”
“...tickets should be modular. Like if you need to get on multiple methods of transportation, there should be a seamless ticket...So if you want to get, let’s say, Pennsauken, which I believe if you were coming from Queens, you need to take seven different methods of transport, at a minimum five or four. You want to have a ticket that covers all four of them instead of having separate forms.”

“Organizational changes should be done before electronics and concrete.”

“I welcome the idea of Metropolitan service. I travel on the Northeast Corridor a few times per year, always on personal trips. The Amtrak intercity fares are expensive, apparently geared to business travelers. I am always traveling on a budget. Furthermore, I often transfer to the North Jersey Coast line at Rahway, after transferring to NJ Transit. Maybe Rahway, being an important junction, would be served by Metropolitan trains. I would like that.”

“...a low-cost service on the corridor (no-frills) should be considered. While slower and less comfortable, the fares and unreserved nature would prove popular. For instance, NJ Transit and SEPTA’s all local service between Philadelphia and New York is slow, but at less than $30, it beats the Amtrak walk-up fare, which can be as high as over $100.”

### 4.2.6 FRA’S CONSIDERATION OF COMMENTS ON MOBILITY AND CONNECTIONS

A majority of commenters expressed the importance of a better-integrated rail network that would improve the connectivity between communities along the NEC and those served by connecting corridors. Consistent with the purpose statement for NEC FUTURE, many stakeholders and individuals expressed the need for a future NEC that provides more connections between places that are currently underserved. This emphasis on connecting places along the NEC strengthens the argument for continued investment in the existing NEC—a key priority for the FRA throughout the NEC FUTURE process. Of particular interest to the FRA were comments about how to make the NEC a more customer-friendly, attractive transport mode with features such as “roll-on, roll-off” bicycle access, a common fare medium across operators, and better integration between Regional and Intercity operators. The FRA is looking closely at how to incorporate these and similar operating enhancements into the Preferred Alternative.

### 4.3 IMPORTANCE TO THE ECONOMY

Another topic of concern to many commenters is the importance of passenger rail to the Northeast economy. Comments on this theme addressed the role of rail in retaining the region’s existing jobs and workforce, as well as the growth opportunities that significant rail service improvements could create. The importance of continued service on the existing NEC along the Connecticut coastline was also emphasized, as well as the importance of enabling growth in freight rail.
4.3.1 RETENTION OF EXISTING JOBS AND WORKFORCE

The FRA received many comments about the economic importance of reliable NEC service and the vulnerability of the Northeast economy to disruptions or reductions in service quality. Many of these comments specifically addressed the importance of continued investment on the existing NEC along the Connecticut coastline:

“Without swift action to implement the Universal First Phase along the NEC, including the New Haven Line (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.”

“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.”

“Historically, the NEC has been a driver of coastal economic development all along its line, yet investment has been deficient, which has had a negative impact. This heavily traveled northeast megalopolis connector is worthy of the capital and operational investments needed to keep it vital.”

4.3.2 ECONOMIC DEVELOPMENT POTENTIAL

A number of comments addressed the potential of new or improved rail connections to spur economic development in specific locations. Others spoke more generally about the potential of improving rail service for the Northeast economy as a whole:

“[A] high speed connection for Wilmington will allow the region to attract new residents who can take advantage of the efficient train service for commuting and will foster continued economic growth for Wilmington’s business community due to the ease of business travel.”

“A robust rail network at all levels, connecting major and medium economic centers, will catapult Connecticut to being a key player in the region.”

“A bold investment in world-class high-speed rail and improved conventional intercity 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...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.”

4.3.3 IMPORTANCE OF FREIGHT RAIL

Commenters suggested the need to proactively support freight rail growth in the region:

“We have serious concerns about any Action Alternative that could compromise the freight capacity in the key freight nodes in south Philadelphia and the Chester area. Economic growth in this region, particularly in the energy, petrochemical and manufacturing sectors, has led to an increase in rail traffic. Indeed, this region is experiencing greater volumes of rail traffic than it has seen in many years.”

“The NEC…serves as an economic development engine, as it is also the primary rail freight corridor for the entire Delmarva Peninsula.”

“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…freight accommodations [should be] considered when determining the preferred alternative.”

4.3.4 FRA’S CONSIDERATION OF COMMENTS ON THE IMPORTANCE OF RAIL TO THE ECONOMY

Comments received on the potential economic benefits of passenger rail confirmed the FRA’s initial focus on the critical role the NEC plays in the economy of the Study Area. Comments further highlighted the need to support existing freight rail operations and to ensure that planned improvements would not harm or negatively affect important freight rail activity. While economic development opportunities to areas served with new, off-corridor routes north of New York City were of interest to some, a majority of commenters emphasized the importance of more-reliable, faster, and more-frequent passenger rail connections to the economic vitality of urban centers along the existing NEC. These perspectives on how the NEC supports the economy of the Study Area are key considerations in the FRA’s deliberations on the Preferred Alternative. The FRA also recognizes the importance of freight rail, and although not the focus of NEC FUTURE, the interface between passenger and freight rail will be more fully discussed in the Tier 1 Final EIS.

4.4 ENVIRONMENTAL BENEFITS AND IMPACTS

The FRA received a broad range of comments regarding both environmental benefits and potential effects associated with the No Action and Action Alternatives. Many articulated support for the air quality, transportation and economic development benefits of improved passenger rail services. There were two issues that generated a significant number of comments: 1) a proposed aerial structure through the town of Old Lyme as part of a proposed rail segment (in Alternative 1) between Old Saybrook, CT, and Kenyon,
RI; and 2) a possible routing via Long Island (in Alternative 3). Similarly, commenters raised concern with a potential rail segment (in Alternative 3) through both the Patuxent Research Refuge in Maryland and the John Heinz National Wildlife Refuge in Pennsylvania. Some supported a Central Connecticut routing to connect new markets, while others raised concern with the effect on open space and other natural features. While some supported proposed off-corridor representative routes, commenters asked questions about potential land use changes and effects to open space, forested and agricultural lands. Other environmental resources of concern include wetlands and marshes; wildlife and bird habitat; ecology; waterways, estuaries, and rivers. Several comments raised concerns about potential effects on Environmental Justice (low-income or minority) communities.

4.4.1 AIR QUALITY BENEFITS
The FRA heard support for the environmental benefits of the Action Alternatives, including effects on air quality:

“Expanded rail ridership is one of the best means available for our region to lower transportation emissions and improve air quality.”

“The positive greenhouse gas (GHG) implications and climate adaptation elements of the project are compelling and present an opportunity to make major strides in reducing the number of vehicles on the road. The DEIS presents a summary of changes in carbon dioxide equivalent (C02e) emissions for roadways, and diesel and electric trains. Based on that analysis, net total GHGs decrease due to a reduction in vehicle miles traveled, with Alternative 1 reducing 274,650 tons of C02c emissions and one Alternative 3 configuration reducing up to 581,525 tons of C02e emissions per year.”

“A passenger rail network that accommodates bicycles will reduce the environmental impact of the transportation system.”

“The Tier 1 DEIS is, if anything, excessively stringent. It fails to sufficiently take into account the substantial benefits to the human environment that derive from improved rail access (and the resulting decrease in reliance on automotive and air traffic).”

4.4.2 BENEFITS AND IMPACTS OF NORTHERN ROUTE OPTIONS
Numerous comments addressed the potential benefits and impacts of a new segment between New Haven and Hartford, CT, and Providence, RI, in Alternative 2 and of the northern route options for a second spine in Alternative 3:

“…Hartford and UConn are huge economic engines for Connecticut, and can provide many potential riders under NEC FUTURE with such an ‘inland route’.”
“... 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...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’.”

“Proposals that by-pass Stamford and Norwalk (e.g. the northern route or tunnel under the Long Island Sound) undermine economic developments underway in those communities and do not appear to be consistent with the State Plan of Conservation and Development.”

4.4.3 CONCERNS ABOUT POTENTIAL IMPACTS TO OLD LYME, CT

Over 1,000 comments expressed concern about the impacts of a proposed aerial structure associated with a new segment through Old Lyme, CT, in Alternative 1:

“No railway route should be approved that will encroach upon or diminish the historical areas in and around Old Lyme and its estuary.”

“This plan would: (1) have substantial negative impact on the Connecticut River Estuary and the various species of wildlife now living in (and in some cases returning to) this area, from bald eagles to salmon; (2) literally destroy the business, historic and cultural center of Old Lyme; and (3) have enormous, adverse consequences for the entire residential community.”

4.4.4 OPPOSITION TO LONG ISLAND ROUTING

The Long Island route options included in Alternative 3 were also of concern to many local residents:

“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.”

“I am against the proposal for the railway to go through Milford Harbor. The construction of a tunnel would be detrimental to the ecosystem of the sounds as well as the protected lands on Charles Island and those in the Gulf Pond. I grew up in Milford and it has taken DECADES, literally, to finally see an impact on the improvement of the quality of the water and wildlife in that area. You would be going backwards for a half hour of ‘progress’. It’s not worth it.”
4.4.5 AREAS OF ENVIRONMENTAL SENSITIVITY

Comments addressed a variety of areas of environmental sensitivity, including the Patuxent Research Refuge, coastal and shoreline areas, historical communities, and ecologically sensitive areas:

“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… that would be adversely affected by the addition of new tracks and other measures in this corridor.”

“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…”

“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.”

“… south of the [Wilmington] station where the alternatives 2 and 3 are proposed, we have a lot of wetlands areas, endangered species, hazardous waste sites, flood plains, and areas subject to sea level. It would not be suitable for additional development.”

4.4.6 ECOLOGY AND WILDLIFE HABITAT

Comments also addressed potential impacts to specific habitats and species:

“Major impacts to several Important Bird Areas including the Connecticut Audubon Society's Bafflin Sanctuary in Pomfret, the Audubon Center at Bent of the River in Southbury, the Quinnipiac River Tidal Marsh in New Haven, and Mansfield Hollow State Park in Mansfield…. Even if some of these areas are proposed to be tunnels there will likely be significant disruption…”

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

4.4.7 FARMLANDS, PARKS AND OPEN SPACE

Other comments expressed concern about potential effects on farmland, parks, and open space. Some commenters were also concerned that new rail segments could induce development and encourage sprawl, unless local jurisdictions were to enact strong land use policies supporting transit-oriented development:
“The impacts on farmland already protected by the State, municipalities, and land trusts need to be evaluated. These lands are critical to the agricultural land base.”

“We strongly encourage you to select an alignment and station location that minimizes impacts to our agricultural lands, working farms, natural resources and rural character.”

“I am concerned about the effect a new rail line will have on our parks, wildlife, natural vegetation, and current unfettered enjoyable use by the public.”

“The massive development activities associated with each of the proposals, particularly options two and three, will result in a conversion of land protected for conservation to railroad infrastructure purposes.”

“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.”

“…several [trails] have the potential to be impacted…particularly the Washington-Rochambeau National Historic Trail due to the fact that it generally follows the NEC Future Corridor for its length…”

4.4.8 ENVIRONMENTAL JUSTICE AND COMMUNITY CONCERNS

Several comments addressed potential community impacts in areas with low-income and minority residents:

“…through the City of Wilmington, DE…there is concern that the paths of Alternatives 2 and 3 would travel directly through an existing concentration of low income and minority residents in the Southbridge community.”

“…express concern with the two proposed alternative rail alignments through Wilmington, Delaware between the Christina River crossings…both proposed alignments would create an unfair burden on Southbridge by detracting from the social, health, economic, and environmental well-being…”

“…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...”

4.4.9 CULTURAL RESOURCES

Comments were also received on potential impacts to cultural and historic resources:

“The report acknowledges that the Old Lyme Historic District...but it overlooks the fact that the Florence Griswold Museum ... is a National historic Landmark that would be irreparably harmed by such a development.”

“Alternative 2 is shown with a New Segment through western New Castle County, Delaware and virtually the entirety of Cecil County, Maryland. The areas at which the New Segment would divert from the present NEC are culturally- and historically-significant, incorporated employment and population centers...”

“Please preserve landmarks and heritage features when planning your rail beds.”

“According to the data presented, there are no National Historic Landmarks present that will be impacted by Alternative I and 2. We disagree with this finding, as three National Landmarks, Holy Trinity Church (Old Swedes), Fort Christina and Howard High School, are close to the current corridor. It should also be noted that Holy Trinity Church and Fort Christina are now included in the First State National Historical Park.”

4.4.10 RESILIENCY AND CLIMATE CHANGE

The FRA heard a variety of comments about the vulnerability of the NEC to sea level rise and storm surge events, as well as the potential to increase the resiliency and redundancy of the rail network:

“When taking a train to Boston I was enchanted to find us running along the beach at one point, but rising sea levels are an issue there and also coming across the Meadowlands into NYC.”

“Alternative 1 is the more susceptible to natural disasters such as hurricanes and rising sea levels because of its proximity to the LI Sound shoreline.”

“...global warming will have strong future impact on coastwise infrastructure.”
“An inland route from Hartford to Springfield would allow for alternative routing during catastrophic events of facilitate construction-related re-routing of trains when needed for coastal rail infrastructure projects.”

4.4.11 OPPORTUNITIES TO MINIMIZE IMPACTS

Several comments suggested methods for minimizing overall impacts through the use of existing transportation corridors. Others noted potential mitigation measures and opportunities to use green infrastructure:

“…we urge you to proceed with an alternative that follows and builds upon existing transportation corridors and leverages existing investments. Connecticut is making to build faster and more resilient transportation lines while reducing greenhouse gases.”

“…evaluate the possibility of using existing right-of-way where possible -- such as between Providence and Boston -- where the line that currently exists is electrified and supports, on much of the route, speeds of over 100 miles an hour and has room for expansion on both sides.”

“I oppose Alternative 1...because development along the coastline is bad environmental policy. Building new tracks in environmentally sensitive regions such as our coastal marshes will impact migrating birds and further damage our already imperiled diadromous fish species...I would rather see rail service extended along the I-91 corridor…”

“So the impacts of this line are -- can be minimized with greenways, with tunneling, with aerials, 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.”

“Another area requiring additional assessment is the possibility of utilizing green infrastructure along the rail corridor. Green infrastructure offers pollution mitigation, flood control, and resiliency opportunities along the rail line.”

4.4.12 FRA’S CONSIDERATION OF COMMENTS ON ENVIRONMENTAL BENEFITS AND IMPACTS

The comments received on environmental themes provided useful insights that will help guide the FRA in developing a Preferred Alternative that—insofar as is possible with a Tier 1 decision that does not determine exact alignments—minimizes effects to the built or natural environment. For example, due to the concerns raised in Old Lyme, CT, the FRA met with local representatives and has committed to avoiding an aerial structure through Old Lyme, should the proposed Old Saybrook, CT, to Kenyon, RI, route segment be included in the Preferred Alternative. Similarly, the FRA identified a Representative Route that minimizes effects on the Patuxent Research Refuge and the John Heinz National Wildlife Refuge, where commenters expressed concern about potential ecological impacts.
4.5 COST OF IMPROVEMENTS AND AVAILABILITY OF FUNDING

Another common theme in the comments is the cost of capital improvements and the feasibility of obtaining funding for any of the visions outlined. Many commenters felt that Alternative 3 was too costly. Others were most concerned about how funding would be secured. Given fiscal constraints, many stakeholders urged that the FRA’s primary focus be on the near-term implementation of a first phase of priority projects:

“We…concur that maintaining SGR [State of Good Repair] 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.”

“Federal funding is necessary to make the implementation of any of the Action Alternatives successful...The sustainability and resiliency of the infrastructure on the Northeast Corridor has to be a priority.”

“We understand the planning needs of FRA to conduct an analysis such as this. Yet, the projected levels of investment of the three alternatives are staggering…These required levels of investment suggest the need for an alternative means of financing, such as some form of public private partnership…”

“Project costs must be controlled, and the NEC FUTURE DEIS doesn’t explore potential cost-saving measures by minimizing phasing or through the use of various financing and project delivery alternatives.”

“…there is reason to believe that funding will continue to be a limiting factor into the future for projects such as the NEC…”

4.5.1 FRA’S CONSIDERATION OF COMMENTS ON COSTS AND FUNDING

The FRA recognizes that a significant level of investment will be needed to fully implement any of the Action Alternatives, and that this work will need to be phased over time. The FRA will work with stakeholders and railroad operators to define a first phase of investments, or Initial Phase. Comments received emphasized the importance of including stakeholders and railroad operators in a collaborative process to define an Initial Phase; allowing for agreement among stakeholders on project priorities; the dependencies or interrelatedness of projects, priorities, and alternative finance and funding strategies. The outcome of this collaboration will be an important element of the Service Development Plan (SDP) to be prepared subsequent to the issuance of the Tier 1 Final EIS and Record of Decision.

4.6 DATA AND METHODOLOGIES USED FOR THE TIER 1 DRAFT EIS ANALYSES

The FRA also received comments about the methodologies and data used in the various analyses conducted for the Tier 1 Draft EIS. These comments principally addressed the ridership estimates, including
underlying assumptions about pricing and demographic data. Comments were also received on the capital cost estimates and methodology.

4.6.1 RIDERSHIP ESTIMATES TOO CONSERVATIVE

A number of commenters criticized the ridership estimates, stating that the assumptions used in modeling did not capture the transformative impacts Alternative 3 would generate:

“The ridership forecasts for 2040…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 differences related to speed, capacity, and additional connections to key hubs.”

“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.”

“The assessment of population and employment growth…in Chapter 6 is very cursory…Additionally, the analysis lacks detail for future job and resident access to key markets served along the corridor, especially the central business districts of Boston, New York, Newark, Philadelphia, and Washington, D.C….Incorporating future population growth and employment growth into ridership estimates will improve the assessment of alternatives for the final cost-per-rider comparison.”

“...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.”

4.6.2 FARE POLICY ASSUMPTIONS

Other comments addressed the assumptions about fare policy and their implications for the evaluation:

“Overall, the fare policy assumptions contribute to a number of counter-intuitive ridership outcomes, which materially affect the assessment of alternatives…The fare strategy within the Action Alternatives is not intended for a fare-maximizing or ridership maximizing analysis…In short, the DEIS lets a seemingly arbitrary determination of potential fares drive the entire analysis. More prudent fare assumptions that comply with
federal law and that reflect Amtrak and commuter rail policies should be incorporated into the analysis for the Final EIS.”

“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...With regard to pricing, other international high-speed rail systems, such as the AVE line in Spain, provide a wide range of ticket and ‘class’ options for their customers...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.”

4.6.3 DEMOGRAPHIC DATA QUESTIONED

A concern was raised about the demographic data used in the analysis, specifically the use of Moody’s data instead of U.S. census data and the geographic boundaries used to calculate population and employment for the Providence metropolitan area, and the implications for routing decisions:

“Table 7, NEC Population Forecasts and Table 8, NEC Employment Forecasts seriously underestimate population and jobs for the Providence area.”

“Moody’s assumptions and methodologies for determining population and metropolitan area designations in the DEIS are not clear. U.S. Government census and employment data should replace Moody’s data in the DEIS and final EIS...The set of population numbers in the DEIS Alternatives Report incorrectly implies that Providence is equivalent to Worcester instead of Hartford...If large sums of money are spent on a new HSR Hartford-Worcester alignment, no matter what the EIS might outline, it’s highly unlikely that much will be done to improve the NEC coastal route or to upgrade it to a proposed 160 mph HSR service.”

4.6.4 CAPITAL COST ESTIMATES QUESTIONED

Some commenters questioned the capital cost estimates provided in the Tier 1 Draft EIS, suggesting they are too high in comparison to similar projects in other locations:

“The cost estimates for this project...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 U.S., 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 the cost estimates.”
4.6.5 **MULTIMODAL CONSIDERATIONS**

Several comments addressed the need to compare rail investments with investments in other transportation modes to fully understand the relative cost and environmental implications of the Action Alternatives:

“As the region’s population grows, demand for transportation grows, and transportation network capacity will almost certainly increase. If rail capacity does not increase, then road and air capacity will increase—the alternative is economic decline. The question must be this—what is the most efficient way to meet increasing transportation demand of a growing population? Each alternative should bear the cost of the impact on other modes’ capacity.”

“...if we end up with, you know, a low-end alternative, if you will, that doesn't carry as much as capacity, it doesn't go as fast, will we need to build more roads? And what would be the environmental impact of that? Will we need to build airports or more runways, and what will be the impact of that? We need to look at all of the modes instead of just looking at it as a single mode in looking at the whole corridor. And I think that’s critical.”

4.6.6 **FRA’S CONSIDERATION OF COMMENTS ON DATA AND METHODOLOGY**

The FRA received several comments on its ridership forecasting methodology and underlying assumptions about population and employment growth forecasts for the Study Area. In response to these questions, the FRA conducted a benchmarking analysis of the NEC FUTURE interregional ridership forecasting tools and results and then refined the intercity forecasting model based on that analysis. The model adjustments will be utilized for analyzing the Preferred Alternative and documented in the Tier 1 Final EIS. The FRA shares the interest noted about the possibility for induced growth in demand with improved services; the nature of that demand, however, requires further coordination with local and regional entities and is more appropriately analyzed in subsequent Tier 2 project studies.

4.7 **STUDY PROCESS**

The FRA also heard from a variety of organizations and individuals with concerns about the NEC FUTURE study process. These comments primarily addressed the need for more public outreach in potentially affected communities, the need for more time to consider the information, and the difficulty of evaluating alternatives at the Tier 1 level of detail.

4.7.1 **INSUFFICIENT OUTREACH TO AFFECTED COMMUNITIES**

Many commenters were concerned about a lack of direct outreach or notice to potentially affected communities, either during the development of the alternatives presented in the Tier 1 Draft EIS, or in preparation for its release and the public hearings. Most of these comments related to the potential effects of the new Old Saybrook-Kenyon segment in Alternative 1 on Old Lyme, CT. Others involved communities on Long Island potentially affected by route options in Alternative 3. Some felt that public hearings should have been offered in more locations, such as in Suffolk County and Nassau County, NY:
“...it is understandable that the NEC FUTURE Draft EIS has raised alarm among many Connecticut residents. Many in the region were surprised to learn about the potential placement of a new rail line in the towns...We recognize that FRA held listening sessions and public meetings in several Connecticut cities, and we understand that the proposals in the EIS are just the beginning of any analysis—a more thorough vetting with local stakeholders consistent with federal law would happen before any project moves forward...Still, it appears that little engagement was done in these communities to assess even the preliminary views and concerns of those potentially impacted by the proposed new segment in Alternative 1 prior to inclusion in the report.”

“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.”

“It seems to me that you best start over by getting local input first.”

“As you move forward with a Tier 1 EIS, extensive community outreach will be needed in each of the affected communities to ensure that residents and other stakeholders have ample opportunity to understand and comment on the proposed action and mitigation measures. This is particularly critical in areas where new rail routes and stations are proposed...”

4.7.2 MORE TIME NEEDED TO RESPOND

The FRA received requests for an extension of the public comment period, which originally ran from November 13, 2015 to January 30, 2016. In response, the FRA extended the comment period until February 16, 2016, resulting in a 95-day comment period. A few commenters felt that a longer extension should have been provided:

“The documents associated with the DEIS are extensive, and many stakeholders would have appreciated more time to review and study the materials.”

4.7.3 CHALLENGE OF ASSESSING IMPACTS AT A TIER 1 LEVEL OF DETAIL

The FRA received comments indicating that the level of detail in the Tier 1 Draft EIS was not specific enough to allow readers to evaluate the environmental impacts of the alternatives:
“The devil is generally in the details with these massive projects and the details on specific impacts to habitats of importance to birds and other wildlife and on open space other than state or federal lands are very difficult to assess from the maps and text that are provided…It is disturbing and unfortunate that the DEIS does not take into account state listed species…”

“The high level concepts presented in Alternative 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.”

“It is difficult to form an opinion on the plan with an EIS so lacking in detail…There is no indication of any but State and Federal lands that will be impacted by this project. It is impossible to address this issue unless the maps delineate other threatened lands such as those owned by NGOs like the numerous Audubon Societies and the Nature Conservancy; plus there is no mention of Municipal lands, lands under easement, land trusts or private holdings.”

“The information provided in the DEIS regarding Alternative 3 is so nebulous that it is difficult to see how it can provide a suitable basis for decision-making. The DEIS vaguely indicates that the potential new route on Long Island would be installed in a ‘trench’ through the Town of Oyster Bay, between Garden City and the Main Line of the Long Island Rail Road in Farmingdale. The DEIS does not even include a generic discussion of how this physically would be accomplished in an area that is already essential fully built-out…or how potential impacts during construction and operation would be mitigated…”

4.7.4 FRA’S CONSIDERATION OF COMMENTS ON THE STUDY PROCESS

In response to concerns about the time available for review of the Tier 1 Draft EIS, the FRA extended the comment period until February 16, 2016, resulting in a 95-day comment period. All comments received from potentially affected communities are being considered in identifying a Preferred Alternative, and the FRA will provide responses to the comments in the Tier 1 Final EIS. Comprehensive outreach to the residents of potentially affected communities will occur during Tier 2 project studies. At that time, detailed engineering and environmental data will be available to inform more thorough local discussion of the specific features, benefits, and impacts of each individual project.
5. Next Steps

The FRA is continuing to review the comments received during the Tier 1 Draft EIS comment period. These comments, in combination with the findings of the Tier 1 Draft EIS and FRA policy guidance, are informing the FRA’s deliberations about the Preferred Alternative that will be evaluated in the Tier 1 Final EIS. The Tier 1 Final EIS will include a detailed record of all submissions received, specific comments included in those submissions, and the FRA’s response to those individual comments. As appropriate, the Tier 1 Final EIS will include updates to the Tier 1 Draft EIS itself in order to respond to comments received, to address errors, or otherwise clarify information.

The issuance of a Record of Decision (ROD), following the Tier 1 Final EIS, will conclude the NEPA process. The ROD will document the FRA’s decision to adopt an investment program for the NEC (thereafter referred to as the Selected Alternative). The ROD will formalize the FRA Tier 1 decision and any commitments to subsequent project-level (or Tier 2) actions necessary to advance the Selected Alternative. The ROD will also clarify the role of U.S. DOT, notably the FRA and the Federal Transit Administration (FTA), the states and District of Columbia, and other key stakeholders in implementing the Tier 1 decision. As a framework for future rail improvements on the NEC, the Selected Alternative will not require any rail operator to fund or construct new infrastructure, but instead will provide a framework to guide future investments in a manner that is consistent with the vision of the Selected Alternative.

Finally, the FRA will prepare a Service Development Plan (SDP) for the Selected Alternative. The SDP provides the business case for the Selected Alternative and further details its benefits and costs, implementation approach, institutional and operational requirements, as well as funding and financing strategies. Most importantly, the SDP establishes an action plan for implementation by the federal government, states and District of Columbia, the NEC Commission, and the NEC railroads. The FRA anticipates releasing the SDP in 2017.