

# Appendix FF

## Agency and Public Involvement

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# Tier 1 Draft EIS Distribution List

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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 Edward Romaine  
 Town of Brookhaven  
 One Independence Hill  
 Farmingville, NY 11738

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 Chevely  
 3104 Tremont Avenue  
 Cheverly, MD 20785

Town Administrator David Warrington  
 Town of Chevely  
 6401 Forest Rd.  
 Cheverly, MD 20785

Mayor Marcia Leclerc  
 Town of East Hartford  
 740 Main St.  
 East Hartford, CT 06108

First Selectman William Fritz  
 Town of Clinton  
 54 East Main St.  
 Clinton, CT 06413

Mayor Joseph Maturo, Jr.  
 Town of East Haven  
 250 Main St.  
 East Haven, CT 06512

Mayor Sadara Barrow  
 Town of Colmar Manor  
 3701 Lawrence St.  
 Colmar Manor, MD 20722

First Selectman Mark Nickerson  
 Town of East Lyme  
 108 Pennsylvania Ave  
 Niantic, CT 06357

Town Manager John Elsesser  
 Town of Coventry  
 1712 Main St.  
 Coventry, CT 06238

First Selectman Arthur Brodeur  
 Town of Eastford  
 PO Box 98  
 Eastford, CT 06242

Council President E. Craig Dwyer  
 Town of Cumberland  
 7 Barway Lane  
 Cumberland, RI 02864

Mayor Robert Alt  
 Town of Elkton  
 100 Railroad Avenue  
 Elkton, MD 21921

First Selectwoman Jayme Stevenson  
 Town of Darien  
 2 Renshaw Rd., Rm. 202  
 Darien, CT 06820

Town Administrator Lewis George  
 Town of Elkton  
 100 Railroad Avenue  
 Elkton, MD 21921

Selectman - Chair Jim MacDonald  
 Town of Dedham  
 26 Bryant St.  
 Dedham, MA 02026

Mayor Steve Burg  
 Town of Elsmere  
 11 Poplar Ave  
 Elsmere , DE 19805

Town Manager Thomas Coyle  
 Town of East Greenwich  
 125 Main St.  
 East Greenwich, RI 02818

Town Manager John Giles  
 Town of Elsmere  
 11 Poplar Ave  
 Elsmere , DE 19805

Council President Michael Isaacs  
 Town of East Greenwich  
 125 Main St., Box 11  
 East Greenwich, RI 02818

Council President Arlene Hicks  
 Town of Exeter  
 675 Ten Rod Rd.  
 Exeter, RI 02822

First Selectman Michael Tetreau  
 Town of Fairfield  
 John J. Sullivan Independence Hall, 725 Old Post  
 Rd. 2nd Fl.  
 Fairfield, CT 06824

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Selectman - Chair Benjamin Palleiko  
 Town of Hopkinton  
 Town Hall, 18 Main St., Second Fl.  
 Hopkinton, MA 01748

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mayor Stephen Woods  
Town of Newington  
Town Hall 131 Cedar St.  
Newington, CT 06111



Town Manager Wendy King  
 Town of Newport  
 226 North James St.  
 Newport, DE 19804

Town Administrator John Coderre  
 Town of Northborough  
 Northborough Town Offices 63 Main St.  
 Northborough, MA 01532

Mayor Michael Spencer  
 Town of Newport  
 226 North James St.  
 Newport, DE 19804

Board of Selectmen Chair Bradford Bramwell  
 Town of Norton  
 70 East Main St.  
 Norton, MA 02766

First Selectman Patricia Llodra  
 Town of Newtown  
 Town Hall 3 Primrose St.  
 Newtown, CT 06470

Selectman - Chair Paul Bishop  
 Town of Norwood  
 Town Hall 586 Washington St.  
 Norwood, MA 02062

Supervisor Michael Schiliro  
 Town of North Castle  
 15 Bedford Rd.  
 Armonk, NY 10504

First Selectman Bonnie Reemsnyder  
 Town of Old Lyme  
 52 Lyme St.  
 Old Lyme, CT 06371

Mayor Robert McKnight  
 Town of North East  
 PO Box 528  
 North East, MD 21901

First Selectman Carl P. Fortuna, Jr.  
 Town of Old Saybrook  
 302 Main St.  
 Old Saybrook, CT 06475

First Selectman Michael Freda  
 Town of North Haven  
 18 Church St.  
 North Haven, CT 06473

First Selectman James Zeoli  
 Town of Orange  
 Orange Town Hall 617 Orange Center Rd.  
 Orange, CT 06477

Town Manager Michael Embury  
 Town of North Kingstown  
 80 Boston Neck Rd.  
 North Kingstown, RI 02852

Selectman - Chair Dennis Lamarche  
 Town of Oxford  
 325 Main St.  
 Oxford, MA 01540

Town Council President Kerry McKay  
 Town of North Kingstown  
 80 Boston Neck Rd.  
 North Kingstown, RI 02852

First Selectman George Temple  
 Town of Oxford  
 Town Hall 486 Oxford Rd.  
 Oxford, CT 06483

Supervisor Warren Lucas  
 Town of North Salem  
 266 Titicus Rd.  
 North Salem, NY 10560

Town Supervisor John Venditto  
 Town of Oyster Bay  
 54 Audrey Avenue  
 Oyster Bay, NY 11771

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

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

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 0 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

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

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

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

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

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

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

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

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

Board of Commissioners - President Thomas Giancristoforo, Jr.  
Township of Tinticum  
629 North Governor Printz Blvd.  
Essington, PA 19029

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mayor Mark Boughton  
 City of Danbury  
 155 Deer Hill Ave.  
 Danbury, CT 06810

Mayor Thomas Rose  
 City of East Providence  
 733 Warren Ave.  
 East Providence, RI 02914

Mayor J. Christian Bollwage  
 City of Elizabeth  
 50 Winfield Scott Plaza  
 Elizabeth, NJ 07201

City Manager Kenneth Jones  
 City of Glenarden  
 8600 Glenarden Pkwy.  
 Glenarden, MD 20706-1522

Mayor Dennis Smith  
 City of Glenarden  
 8600 Glenarden Pkwy.  
 Glenarden, MD 20706-1522

Mayor Pedro Segarra  
 City of Hartford  
 Hartford City Hall  
 550 Main St.  
 Hartford, CT 06103

Mayor William Martin  
 City of Havre de Grace  
 711 Pennington Avenue  
 Havre de Grace, MD 21078

Mayor Dawn Zimmer  
 City of Hoboken  
 94 Washington St.  
 Hoboken, NJ 07030

Mayor Steven Fulop  
 City of Jersey City  
 City Hall  
 280 Grove St.  
 Jersey City, NJ 07302

Mayor Derek Armstead  
 City of Linden  
 301 North Wood Ave.  
 Linden, NJ 07036

Mayor Manuel Santos  
 City of Meriden  
 142 East Main St.  
 Meriden, CT 06450

Mayor Benjamin Blake  
 City of Milford  
 City Hall, 110 River St.  
 Milford, CT 06460

Mayor Erin Stewart  
 City of New Britain  
 27 West Main St.  
 New Britain, CT 06051

Mayor Jim Cahill  
 City of New Brunswick  
 City Hall  
 78 Bayard St.  
 New Brunswick, NJ 8901

Mayor Toni Harp  
 City of New Haven  
 City Hall  
 165 Church St.  
 New Haven, CT 06510

Mayor Daryl Finizio  
 City of New London  
 181 State St.  
 New London, CT 06320

Mayor Noam Bramson  
 City of New Rochelle  
 515 North Ave.  
 New Rochelle, NY 010801

Mayor Bill de Blasio  
 City of New York  
 City Hall  
 New York, NY 10007



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

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 8650

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Supervisor Edward Romaine  
Town of Brookhaven  
One Independence Hill  
Farmingville, NY 11738

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

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

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

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

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

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

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

Mayor Mike Callahan  
Town of Chevely  
3104 Tremont Avenue  
Cheverly, MD 20785

Town Administrator David Warrington  
 Town of Chevely  
 6401 Forest Rd.  
 Cheverly, MD 20785

Mayor Marcia Leclerc  
 Town of East Hartford  
 740 Main St.  
 East Hartford, CT 06108

First Selectman William Fritz  
 Town of Clinton  
 54 East Main St.  
 Clinton, CT 06413

Mayor Joseph Maturo, Jr.  
 Town of East Haven  
 250 Main St.  
 East Haven, CT 06512

Mayor Sadara Barrow  
 Town of Colmar Manor  
 3701 Lawrence St.  
 Colmar Manor, MD 20722

First Selectman Mark Nickerson  
 Town of East Lyme  
 108 Pennsylvania Ave  
 Niantic, CT 06357

Town Manager John Elsesser  
 Town of Coventry  
 1712 Main St.  
 Coventry, CT 06238

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 Town of Eastford  
 PO Box 98  
 Eastford, CT 06242

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 Town of Cumberland  
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 Cumberland, RI 02864

Mayor Robert Alt  
 Town of Elkton  
 100 Railroad Avenue  
 Elkton, MD 21921

First Selectwoman Jayme Stevenson  
 Town of Darien  
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 Darien, CT 06820

Town Administrator Lewis George  
 Town of Elkton  
 100 Railroad Avenue  
 Elkton, MD 21921

Selectman - Chair Jim MacDonald  
 Town of Dedham  
 26 Bryant St.  
 Dedham, MA 02026

Mayor Steve Burg  
 Town of Elsmere  
 11 Poplar Ave  
 Elsmere , DE 19805

Town Manager Thomas Coyle  
 Town of East Greenwich  
 125 Main St.  
 East Greenwich, RI 02818

Town Manager John Giles  
 Town of Elsmere  
 11 Poplar Ave  
 Elsmere , DE 19805

Council President Michael Isaacs  
 Town of East Greenwich  
 125 Main St., Box 11  
 East Greenwich, RI 02818

Council President Arlene Hicks  
 Town of Exeter  
 675 Ten Rod Rd.  
 Exeter, RI 02822

First Selectman Michael Tetreau  
 Town of Fairfield  
 John J. Sullivan Independence Hall, 725 Old Post  
 Rd. 2nd Fl.  
 Fairfield, CT 06824

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

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

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 Town of Foster  
 Foster Town Hall, 181 Howard Hill Rd.  
 Foster, RI 02825

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

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

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

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

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

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

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

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

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

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

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

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

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

Selectman - Chair Benjamin Palleiko  
 Town of Hopkinton  
 Town Hall, 18 Main St., Second Fl.  
 Hopkinton, MA 01748

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

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

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

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

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

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

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

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

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

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

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

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Town of Mansfield  
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Mansfield, MA 02048

Mayor Elizabeth Patterson  
Town of Mansfield  
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Mansfield, CT 06268

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

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

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

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

Mayor Stephen Woods  
Town of Newington  
Town Hall 131 Cedar St.  
Newington, CT 06111

Town Manager Wendy King  
 Town of Newport  
 226 North James St.  
 Newport, DE 19804

Town Administrator John Coderre  
 Town of Northborough  
 Northborough Town Offices 63 Main St.  
 Northborough, MA 01532

Mayor Michael Spencer  
 Town of Newport  
 226 North James St.  
 Newport, DE 19804

Board of Selectmen Chair Bradford Bramwell  
 Town of Norton  
 70 East Main St.  
 Norton, MA 02766

First Selectman Patricia Llodra  
 Town of Newtown  
 Town Hall 3 Primrose St.  
 Newtown, CT 06470

Selectman - Chair Paul Bishop  
 Town of Norwood  
 Town Hall 586 Washington St.  
 Norwood, MA 02062

Supervisor Michael Schiliro  
 Town of North Castle  
 15 Bedford Rd.  
 Armonk, NY 10504

First Selectman Bonnie Reemsnyder  
 Town of Old Lyme  
 52 Lyme St.  
 Old Lyme, CT 06371

Mayor Robert McKnight  
 Town of North East  
 PO Box 528  
 North East, MD 21901

First Selectman Carl P. Fortuna, Jr.  
 Town of Old Saybrook  
 302 Main St.  
 Old Saybrook, CT 06475

First Selectman Michael Freda  
 Town of North Haven  
 18 Church St.  
 North Haven, CT 06473

First Selectman James Zeoli  
 Town of Orange  
 Orange Town Hall 617 Orange Center Rd.  
 Orange, CT 06477

Town Manager Michael Embury  
 Town of North Kingstown  
 80 Boston Neck Rd.  
 North Kingstown, RI 02852

Selectman - Chair Dennis Lamarche  
 Town of Oxford  
 325 Main St.  
 Oxford, MA 01540

Town Council President Kerry McKay  
 Town of North Kingstown  
 80 Boston Neck Rd.  
 North Kingstown, RI 02852

First Selectman George Temple  
 Town of Oxford  
 Town Hall 486 Oxford Rd.  
 Oxford, CT 06483

Supervisor Warren Lucas  
 Town of North Salem  
 266 Titicus Rd.  
 North Salem, NY 10560

Town Supervisor John Venditto  
 Town of Oyster Bay  
 54 Audrey Avenue  
 Oyster Bay, NY 11771



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

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 0 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

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

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Township of Bristol  
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Bristol, PA 19007

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

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

Township Manager Robert Vornlocker  
Township of Franklin  
475 DeMott Lane  
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Township of Lawrence  
2207 Lawrence Rd., PO Box 6006  
Lawrence Township, NJ 08648

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Gaspari, Jr.  
Township of Lower Chichester  
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Linwood, PA 19061

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

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

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

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

Board of Commissioners - President Thomas  
Giancristoforo, Jr.  
Township of Tinticum  
629 North Governor Printz Blvd.  
Essington, PA 19029

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

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

County Manager Alfred Faella  
Union County  
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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

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1001 Post Rd.  
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**Other Public Agencies**

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 Capital District Transportation Authority  
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 Executive Director  
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 4 World Trade Center  
 150 Greenwich Street  
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John Degan Chair  
 Port Authority of New York & New Jersey  
 4 World Trade Center  
 150 Greenwich Street  
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Port Authority Transit Corporation  
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Roseanne Foley  
City of Boston - Boston Landmarks Commission  
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Polly Trottenberg  
Commissioner  
New York City Department of Transportation  
55 Water St.  
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New York, NY 10041

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President  
New York City Economic Development  
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Deputy Mayor for Economic Development and  
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# Notice of Availability

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**Authority:** 15 U.S.C. 2601 *et seq.*

**Dated:** November 5, 2015.

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[FR Doc. 2015-28842 Filed 11-12-15; 8:45 am]

**BILLING CODE 6560-50-P**

## 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.cdxdnodengn.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. Keegan 301-415-8517

EIS No. 20150314, Draft, NOAA, WA, Analyze Impacts of NOAA's National Marine Fisheries Service Proposed 4(d) Determination under Limit 6 for Five Early Winter Steelhead Hatchery Programs in Puget Sound, Comment Period Ends: 12/28/2015, Contact: Steve Leider 360-753-4650

EIS No. 20150315, Final, BLM, CA, Desert Renewable Energy Conservation Plan Proposed Land Use Plan Amendment, Review Period Ends: 12/14/2015, Contact: Vicki Campbell 916-978-4401

EIS No. 20150316, Final, DOE, OK, Plains and Eastern Clean Line Transmission Line Project, Review Period Ends: 12/14/2015, Contact: Dr. Jane Summerson 505-845-4091

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:

EIS No. 20150278, Draft, USACE, GA, Update of the Water Control Manual for the Apalachicola-Chattahoochee-Flint River Basin in Alabama, Florida, and Georgia and Water Supply Storage Assessment, Comment Period Ends: 01/15/2016, Contact: Lewis C. Sumner 251-694-3857

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

Dated: November 9, 2015.

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**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPP-2015-0634; FRL-9934-46]

### 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](mailto: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 Public 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-1(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

---

Headquarters  
2519 North Charles Street  
Baltimore, Maryland 21218  
410-554-8200



1917 Benning Road, NE  
Washington, DC 20002  
202-332-0080

Newspapers  
www.afro.com

### AFFIDAVIT

State of Maryland  
County of Baltimore

### Legal Notice

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 employ  
of "The Afro-American Newspapers" and that said  
publication(s) carried the attached advertisement

**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](http://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](http://www.necfuture.com). In the event of inclement weather, hearings may be rescheduled; please check the website at [www.necfuture.com](http://www.necfuture.com). If you require assistance to attend, please contact the NEC FUTURE team at [comment@necfuture.com](mailto:comment@necfuture.com) at least five days prior to the hearing you wish to attend.

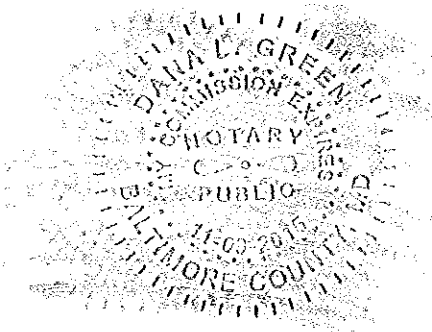
All interested persons are invited to comment on the Tier 1 Draft EIS. Comments may be provided to the FRA in one of several ways:

- \*oral or written submission at any of the public hearings
- \*online submission at [www.necfuture.com](http://www.necfuture.com)
- \*by email to [comment@necfuture.com](mailto:comment@necfuture.com)
- \*by mail, sent to Rebecca Reyes-Alicea, 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-Alicea at [comment@necfuture.com](mailto:comment@necfuture.com).

Notice  
*Cassandra Stanback*  
Signature

*Dana Z. Green*  
Notary Public Signature



Proof Of Publication of Notice in **AL DIA Newspaper Inc.**  
 Under Act No. 160, P.L. 877, July 9, 1976

Commonwealth of Pennsylvania }  
 County of Philadelphia } SS

Elizabeth S. Guaracao 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 said 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 newspaper label Nov 18-25, 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.

*[Signature]*

Sworn to and subscribed before me this 18th

day of Nov 2015

*[Signature]*

COMMONWEALTH OF PENNSYLVANIA  
 NOTARIAL SEAL  
 DELIMERRLLIE CASTRO, Notary Public  
 City of Philadelphia, Phila. County  
 My Commission Expires November 29, 2015

My Commission Expires \_\_\_\_\_

**AVISO LEGAL**  
**NEC FUTURO PROYECTO DE IMPACTO AMBIENTAL DE NIVEL 1**  
**DECLARACIÓN DISPONIBLE PARA COMENTARIOS PÚBLICOS**  
**Administración Federal de Ferrocarriles**  
**CORREDOR DEL NORESTE: 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 comentarios 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 Noreste (NEC) entre Washington DC y Boston, MA. La acción propuesta evaluada en el Nivel 1 Proyecto EIS es la adopción de un programa de inversiones para mejorar el servicio de trenes de pasajeros en el futuro Área 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 comentarios del público y se puede descargar desde el sitio web de NEC FUTURO en [www.necfuture.com](http://www.necfuture.com). Copias de impresión también están disponibles para su consulta en las bibliotecas a lo largo del corredor noreste, incluyendo la Biblioteca Central Parkway de 1901 Vine St., Philadelphia, PA, los Bucks County Free Library, 150 S. Pine St., Doylestown, PA, y el Media-Upper 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, Mezanine. La audiencia pública se llevará a cabo en Wilmington el Miércoles 20 de enero de 2016 de 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.necfuture.com](http://www.necfuture.com). En caso de mal tiempo, las audiencias pueden ser reprogramadas: por favor, consulte el sitio web en [www.necfuture.com](http://www.necfuture.com). Si necesita ayuda para asistir, por favor póngase en contacto con el equipo NEC FUTURO en [comment@necfuture.com](mailto:comment@necfuture.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.necfuture.com](http://www.necfuture.com)
- por correo electrónico a [comment@necfuture.com](mailto:comment@necfuture.com)
- por correo, enviado a Rebecca Reyes-Alicea, USDOT, 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, el 2016.

Las preguntas pueden ser dirigidas a Rebecca Reyes-Alicea en [comment@necfuture.com](mailto:comment@necfuture.com).



# The Hour Classifieds

203.354.1100

FRIDAY, NOVEMBER 13, 2015 • D3

One Selleck Street • Norwalk, CT 06855 • Fax 203.846.9897 • www.thehour.com



LEGAL NOTICES 1201 | MERCHANDISE 2100 | HELP WANTED 4002 | AUTOMOTIVE 7005

**PHONE HOURS**  
Monday - Friday  
7:30 am - 5:30 pm

**DEADLINES**  
In-Column 5:00 PM  
One Publishing Day  
Prior to Insertion

### LOST AND FOUND

**NORWALK ANIMAL CONTROL**  
(203) 854-3240  
#058 Lhasa - Apso - Black & White, 2-3 years  
#059 Pit-Mix - Tan - Male - 10 Plus.

### LEGAL NOTICES

#### PERMIT NOTIFICATION

Notice is hereby given that the Inland Wetland Agency took action on the following matter at its Regular Meeting on November 10, 2015. APPLICANT: 150 Glover Ave LLC, 166 Glover Ave LLC, and 170 Glover Ave LLC c/o Building and Land Technology, 1 Elmcroft Road, Suite 500, Stamford, CT 06902. PROPERTY: 150, 166, 170 & 174 Glover Avenue, Norwalk, CT. Fifth Taxing District, Block 37, Tax Lot 9, 26, 10 and 34. ACTIVITY: Reconstruction of Glover Avenue and construction of three multi-family residential buildings adjacent to wetlands and watercourses. DECISION: Permit #S15-477 APPROVED with conditions. The full record of this action is available for public review at the Conservation Office, Room 215, City Hall, 125 East Avenue, Norwalk, CT. DATED THIS 10th DAY OF NOVEMBER 2015  
D. Seeley Hubbard, Chair

### FORECLOSURES



#### LEGAL NOTICE FORECLOSURE AUCTION SALE

FST CV 14 6021588 S

Case Name:  
Bankwell Financial Group, Inc., v Piburo, Inc. et al

Property Address:  
153 Cannon Road  
Wilton, CT 06897

Property Type:  
Residential

Date of Sale:  
Saturday,  
November 21, 2015  
at 12 Noon

Committee Name:  
Judith Ellenthal

Committee  
Phone Number:  
203-327-2000, ext. 163

See Foreclosure Sales at  
www.jud.ct.gov for more  
detailed information

### MISCELLANEOUS

**UPRIGHT PIANO**  
\$1000; NordicTrak Treadmill  
\$500; couch \$100. Nov 11  
viewing- call 203-243-0484

The Hour's  
**BUSINESS SERVICE DIRECTORY**  
Keep your business in front of our  
readers. A special bannered section in  
the Classifieds gets your ad noticed. Get  
high impact with over 43,000 readers  
daily and prices to fit any budget.  
Classifieds 354-1100

You Can't Beat  
The Classifieds  
For Quick Results  
Call 354-1100

### LEGAL NOTICES

### RENTALS

**EQUAL HOUSING OPPORTUNITY**  
All real estate advertising in this newspaper is subject to the following federal, state and local ordinances and laws: Title VIII of the Federal Civil Rights Act of 1968 forbids discrimination based on race, color, religion, sex, national origin, physical or mental handicaps, or familial status (the presence of minor children). The Connecticut Public Accommodations Act (C.G.S. 46a-64) forbids discrimination in housing based on race, color, creed, national origin, ancestry, sex, marital status, age, lawful source of income, mental retardation, physical disability or sexual orientation. Discrimination Against Families With Children in Rental Housing (C.G.S. 46a-64a) is forbidden under Connecticut law. The Code of the City of Norwalk (Chapter 59a) states that it is the policy of the City of Norwalk to safeguard all individuals within the City from discrimination because of race, color, religious creed, sex, age, national origin, marital status, ancestry, sex, marital status, age, lawful source of income, mental retardation, physical disability or sexual orientation. This newspaper will not accept any advertising for real estate which is in violation of the law. Furthermore, it is the policy of The Hour newspapers not to make any exceptions to the law regarding of possible exemptions. Any individual who feels he or she has encountered discrimination should contact the State of Connecticut Commission on Human Rights and Opportunities, 1115 Main Street, Bridgeport, CT 06610; (203) 579-6246, or the Norwalk Fair Housing Office, City Hall, 125 East Avenue, Norwalk, CT 06856. Phone: 203-854-7820

### YARD, RUMMAGE & GARAGE SALES

**TAG SALE** - Sat. 11/14 & Sun. 11/15, 10am-2pm @ 228 Wolfpit Ave., Norwalk. Household goods, women's clothing & handbags, baby things, etc.

### HELP WANTED GENERAL

#### NEWS EDITOR

The Hour, a seven-day newspaper covering Norwalk, CT and the surrounding area, is seeking a versatile News Editor. The Hour Newspapers is looking for someone with strong QuarkXPress skills who is self-motivated, has a strong news sense, and is up on the latest in new media skills. The Hour's News Editor designs and paginates, assists in editing copy; and plans and executes story packages with reporters. An applicant must demonstrate good news judgment, language skills and accuracy; be organized and work independently. This person must be able to multi-task, balancing the demands of breaking news, the Web and general editing duties.

Norwalk is located in Fairfield County, Connecticut, 45 minutes outside of New York City in what is called the "Gold Coast" area of the state. The area is highly competitive and is sure to keep any editor on their toes.

The ideal candidate should have a journalism background, with a degree in journalism or a related field. This is a fulltime position with a competitive benefit package. The position will require night and weekend hours. The salary will be dependent on the candidate's experience.

Interested candidates should email Editor Jerrod Ferrari at [jjferrari@thehour.com](mailto:jjferrari@thehour.com)

No phone calls, please.

### HELP WANTED GENERAL

**The Greens**  
AT CANNONDALE

**JOB FAIR**  
Thursday, 11/19/2015  
1:30pm - 5:30pm  
Positions Available

**Certified Nursing Assistants, Housekeeping, Laundry, Waiters and Waitresses**

Full Time, Part Time and Per Diem Positions Applications and Same Day Interviews

Looking for dedicated, compassionate individuals who focus on customer service to join our team. Appropriate candidates will ensure our residents and families receive the highest quality of service in a caring and compassionate manner. The Greens at Cannondale is an assisted living community located in Wilton, CT.

The Greens at Cannondale  
435 Danbury Road  
Wilton, CT 06897

### WATER DISTRIBUTION OPERATOR

First Taxing District Water Department in Norwalk, CT has an opening for a Distribution Operator. The duties include but are not limited to operate and maintain water mains, customer service lines and meters, hydrants, valves and pumping equipment, etc. On-call and emergency response availability a must. Requires high school, or vocational school diploma or an equivalent certificate; valid motor vehicle operator's license; ability to perform responsibilities of position; good mechanical, customer service, and computer skills. Connecticut distribution operator certification preferred and required after 2 yrs of hire. Residency within 30 minute commuting time required. Competitive salary and benefits. Apply at FDWD, 12 New Canaan Ave. P.O. Box 27, Norwalk, CT. 06852, by fax (203) 840-7942, by email [HRapplications@firstdistrictwater.org](mailto:HRapplications@firstdistrictwater.org)

### COMPANIONS & HOMEMAKERS INC. CAREGIVERS WANTED THROUGHOUT CT

We are looking for mature, responsible individuals.

- Choose your own hours
- FT/PT positions available
- Live-in positions available
- 80% medical/401k

Apply Online Today at  
[www.caregiverjobsct.com](http://www.caregiverjobsct.com)  
or call 888-844-4442  
DCP HCA 0000101

**NEWSPAPER DELIVERY**  
Deliver to retail locations 7 days a week, early morning in the Norwalk/Wilton area. Collections on Monday and Tuesday. Must have reliable transportation, valid drivers license and insurance. Please call (203) 354-1075

### HELP WANTED GENERAL

Full Time  
**CLASS A DRIVERS NEEDED**  
Union position. Westchester company. Dump trailer experience preferred. Send resume to mattm@citycart.net

**CITY**  
Carting & Recycling

[WWW.THEHOUR.COM](http://WWW.THEHOUR.COM)

© 2015 Universal JobKey  
11/13

1	9	5	4	3	6	8	7	2
8	6	7	1	2	5	9	3	4
3	2	4	7	9	8	1	5	6
2	1	8	9	6	3	7	4	5
5	7	9	8	4	2	3	6	1
6	4	3	5	1	7	2	8	9
9	1	5	3	8	4	6	7	2
9	1	5	3	8	4	6	7	2
7	3	6	2	5	9	4	1	8
4	8	2	9	7	1	5	6	3

### HELP WANTED GENERAL

**FABRICATORS**  
Marble & granite fabrication shop in Norwalk is looking for fabricators with minimum 5 years experience. Salary according to skills & productivity. Call (203) 919-3314 or email [marblemaster@hotmail.com](mailto:marblemaster@hotmail.com)

**NEW CANAAN PUBLIC SCHOOLS SUBSTITUTE TEACHERS**  
Regular and Special Ed. at all grade levels. Must have BA/BS. Apply online on our website: [www.ncps-k12.org](http://www.ncps-k12.org)

### HELP WANTED GENERAL

**WAIT STAFF**  
For coffee shop. Exp. 6:30am-2pm, 3-4 days/wk. Apply: Coffee An Donut Shop, 343 Main St, Westport. 203.227.3808

**PLACING AN AD?**  
USE YOUR American Express, Discover Card, MASTERCARD OR VISA  
THE HOUR 354-1100  
Get your ad on-line @ [www.thehour.com](http://www.thehour.com)

**New Today**  
**CLASSIFIED 203-354-1100**

### LOST AND FOUND

**NORWALK ANIMAL CONTROL**  
(203) 854-3240  
#058 Lhasa - Apso - Black & White, 2-3 years  
#059 Pit-Mix - Tan - Male - 10 Plus.

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## Service Directory

**CLASSIFIED 203-354-1100**

### BRICK, BLOCK & STONE

**SANCHEZ 203-942-6255**  
Interior/Exterior Painting  
Gutter Cleaning  
Fall Clean Ups  
Stonewall Repair

### CHIMNEY CLEANING & REPAIR

**CHIMNEY REPAIR**  
Fairfield Maintenance Corp.  
Chimney Cleaning Special  
\$79 includes a  
FREE Safety Inspection  
203-965-7766 • 203-450-1550

### CLEANING SERVICES

#### PERFECTIONS CLEANING SERVICE

- Home/office cleaning
- Closet & Garage organization
- Party set up/clean up
- Carpet cleaning
- Green cleaning option
- Competitive prices
- Senior discounts!

### COMPUTER SERVICES

**HOME/SMALL OFFICE**  
Setup/training, troubleshooting, virus protection, repairs, backup, network, internet.  
Call Tom, (203) 348-5626

### GARAGES & SHEDS

**NORWALK OVERHEAD DOOR COMPANY**  
203-866-1000  
24 Van Zant Street, Norwalk  
[norwalkoverheaddoorcompany.com](http://norwalkoverheaddoorcompany.com)

**PLACING AN AD?**  
USE YOUR American Express, Discover Card, MASTERCARD OR VISA  
THE HOUR 354-1100  
Get your ad on-line @ [www.thehour.com](http://www.thehour.com)

### GRADING & EXCAVATING

**M. LATO**  
EXCAVATING & TREE CARE EXPERTS  
Also, Paving, Landscaping & Masonry work.  
Office: 203-852-1166.  
Cell: 203-858-3516

### HAULING

#### JUNK REMOVAL AND MORE!

Furniture, Appliances & entire contents of Homes, Sheds, Estates, Attics, Basements, Garages, Foreclosures & More.  
\*\*\*Fall Clean-ups\*\*\*  
Leaves, Branches, Brush, Etc.  
Free Estimates • Lic. & Ins.  
203-535-9817 • 860-575-8218

#### PASCAL'S

Affordable Junk Hauling  
Spring Clean-Ups/  
You Call, We Haul!  
From Attic to Basements & Yards. Free estimates. SENIOR DISCOUNTS Don 203-855-5398

### HEATING & AIR CONDITIONING

**TANKWORKS**  
Removal & Replacement LLC  
Connecticut's Leading Fuel Tank Company for Underground/Basement Oil & Gasoline Tanks. 1-800-811-TANK

### LANDSCAPE & TREE MAINTENANCE

#### SHM

Property Management  
Fall Plantings/Fall Clean-ups  
Gutter Cleaning/  
Leaf Removal  
Snowplowing/Snow Removal  
Services Available  
(203)762-1717

Buy It! • Sell It!  
Find It! • The Hour  
Classifieds 354-1100

### LANDSCAPE & TREE MAINTENANCE

**AJ'S LANDSCAPING SERVICE, LLC**  
Fall Clean-ups  
Complete lawn maintenance, masonry and more!  
(203) 854-9553

### ACE'S QUALITY SERVICES

Clean-ups  
Gutter cleaning  
Yard work  
203-838-6260 or 203-247-1977

**AMERICAN LANDSCAPE, LLC**  
Lawn maintenance, dump runs, clean ups, masonry, painting & power washing, tree services. (203) 316-8300

### GA LANDSCAPING & TREE SERVICE

Removal of all types of trees, stump grinding, bucket tree service. Call 203-952-8448

### PAINTING & WALLPAPER

### PYRAMID PAINTING

Call for Specials!!  
Younes, 203-857-4979  
Over 25 Years of Service

### REPAIR SERVICES

**HOME IMPROVEMENT**  
Bath, kitchen, tiles, windows, doors, carpentry, repairs.  
Licensed • Insured  
References • Free Estimates!  
Call 203-434-7715

### WINDOWS & GLASS

**RENEWIT**  
Window & Glass Repair Inc.  
**BLACK FRIDAY WINDOW SALE MADE SIMPLE**  
Mfg. cost plus installation "Simple"  
203.354.6554  
[renewitwindow46@gmail.com](mailto:renewitwindow46@gmail.com)

### LEGAL NOTICES

### LEGAL NOTICES

### LEGAL NOTICES

#### LEGAL NOTICE

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

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

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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 New Haven public hearing will be held Monday, December 14, 2015, 4:00-7:00 p.m., at the Gateway Community College, 20 Church Street. The New York public hearing will be held Tuesday, December 15, 2015, 4:00-7:00 p.m., at the CUNY Graduate Center, 365 Fifth Avenue. For information on the dates and locations of the other hearings, please visit [www.necfuture.com](http://www.necfuture.com). In the event of inclement weather, hearings may be rescheduled; please check the website at [www.necfuture.com](http://www.necfuture.com). If you require assistance to attend, please contact the NEC FUTURE team at [comment@necfuture.com](mailto: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](http://www.necfuture.com)
- by email to [comment@necfuture.com](mailto:comment@necfuture.com)
- by mail, sent to Rebecca Reyes-Alicea, 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-Alicea at [comment@necfuture.com](mailto:comment@necfuture.com).

### MISCELLANEOUS

### MISCELLANEOUS

### MISCELLANEOUS

**Have something to sell?**  
Pay \$3 for the first three days and then if it doesn't sell,  
call and let us know and we'll run it again for  
**FREE**  
for another three days!

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Simply fill out the coupon below and mail it and payment to:

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The Hour Publishing Company  
One Selleck Street  
Norwalk, CT 06855  
Classified Direct #: (203) 354-1100  
Sorry, no phone orders. Original Coupons Please.

**The Hour**  
*Print Ad Below - One Average Word Per Space*

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Phone Number: (\_\_\_\_) \_\_\_\_\_

Individual Parties Only • One item per ad • Item price must be \$499 or less and price must appear in ad. Ad may be cancelled - no copy changes accepted. Sorry, Ads for Animals, Tickets & Firewood do not qualify.

PAYMENT METHOD:  
Check Enclosed \_\_\_\_\_ Credit Card \_\_\_\_\_ provide Information below  
Account No. \_\_\_\_\_ Exp. Date \_\_\_\_\_

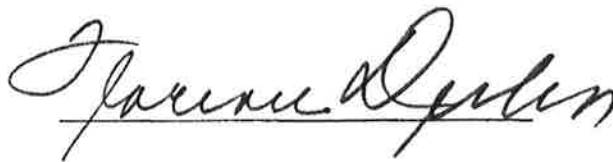
Proof of Publication in The Philadelphia Inquirer  
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA  
COUNTY OF PHILADELPHIA

Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at 8<sup>th</sup> 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.

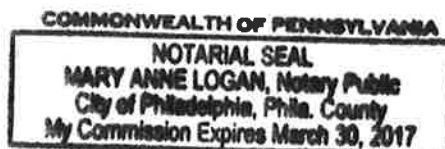


Sworn to and subscribed before me this 13<sup>th</sup> day of  
November, 2015.



Notary Public

My Commission Expires:



Copy of Notice of Publication

**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 108 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](http://www.necfuture.com). Print copies are also available for review at libraries along the Northeast Corridor, including the Parkway Central Library, 1901 Vine St., Philadelphia, PA, the Bucks County Free Library, 150 S. Pine St., Doylestown, PA, and the Media-Upper Providence Free Library, 1 E. Front St., Media, PA.

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 Philadelphia public hearing will be held Monday, January 11, 2016, 4:00-7:00 p.m., at SEPTA, 1234 Market Street, Mezzanine Level. For information on the dates and locations of the other hearings, please visit [www.necfuture.com](http://www.necfuture.com). In the event of inclement weather, hearings may be rescheduled; please check the website at [www.necfuture.com](http://www.necfuture.com). If you require assistance to attend, please contact the NEC FUTURE team at [comment@necfuture.com](mailto: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](http://www.necfuture.com)
- by email to [comment@necfuture.com](mailto:comment@necfuture.com)
- by mail, sent to Rebecca Reyes-Alicea, 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-Alicea at [comment@necfuture.com](mailto:comment@necfuture.com).

# información information

## 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 Pilonieta-Blanco**

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 32.93 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 Nicolas 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 Fernandez de Kirchner after 20 years in power, a great ally of Chavez 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 the socialist project to counter US influence in the subcontinent.



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 Maduro's midterm is met, 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 winners 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 Rodriguez, "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 short-ages 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**

¡Ayúdanos a  
decidir el mejor  
futuro de la  
Línea del tren de  
Corredor Noreste!

NEC FUTURE es el plan de la Administración Federal del Ferrocarril (FRA) para futuras inversiones en el Corredor Noreste (NEC), la columna vertebral del tren desde Washington, D.C., a Boston. El NEC es fundamental para el continuo crecimiento económico y la vitalidad del 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](http://www.necfuture.com) y en la bibliotecas públicas del corredor Noreste.

Los comentarios pueden ser presentados en [www.necfuture.com](http://www.necfuture.com), por correo electrónico a [comment@necfuture.com](mailto: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 Shipley Street

### FILADELFIA, 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](http://www.necfuture.com). Si requiere de asistencia para asistir, contáctenos a [comment@necfuture.com](mailto:comment@necfuture.com) al menos con cinco días de anticipación a la audiencia que desea asistir.

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



U.S. Department of Transportation  
Federal Railroad Administration

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# FBI calls investigation into the San Bernardino shooting 'massive in scale'

SHOOTERS FROM A1

ties to Islamabad's Red Mosque, which is notorious for its connections to Islamic fundamentalism, an FBI official said. Mosque officials have denied any association with her.

Whatever the roots of their beliefs, the couple had prepared carefully for the attack, Bowdich said, visiting local shooting ranges to practice their aim as recently as a few days before the massacre.

The Dec. 2 shooting, which also wounded 21, was the deadliest act of terrorism on U.S. soil since Sept. 11, 2001. The attack has renewed debate over the nation's gun laws and sparked criticism of President Obama's campaign against militant groups.

Bowdich said the federal investigation into the shooting is "massive in scale." So far, authorities have interviewed more than 400 people and collected more than 300 pieces of evidence.

But critical questions remain. Officials have yet to uncover any indication that the attack was plotted with help from overseas, Bowdich said. Nor do they know whether anyone in this country other than Farook and Malik took part in the planning. The couple died in a shootout with police four hours after they opened fire at a conference center in San Bernardino.

On Monday, federal authorities confirmed that Farook's former neighbor, Enrique Marquez, legally purchased in California the military-grade rifles used in the attack and provided them to Farook. By the time of the attack, the rifles — semiautomatic AR-15s manufactured by DPMS and

Smith & Wesson — had been altered for greater lethality.

Marquez, 29, works as a security guard at Walmart and had lived next door to the Farook family for years. The two men shared a love of automobiles, according to neighbors interviewed this week, who said Marquez and Farook could sometimes be seen working on cars together in the neighborhood.

Marquez checked himself into a mental health facility Friday. Authorities said he has since checked out and been questioned by the FBI, which is interested in learning when and why he provided the guns to Farook and whether he had any knowledge of the plot.

Bowdich also clarified that authorities recovered 19 pipes that could be used to assemble homemade bombs during a search of the couple's home in nearby Redlands, Calif., along with thousands of rounds of ammunition. Authorities had earlier said that 12 pipe bombs were found.

As the probe expands to sites where Malik lived overseas, friends and family in the United States struggled to piece together clues about what may have led the couple to the violence.

The Illinois-born Farook was described as a bright student during his childhood in California. As an adult, those who knew him said, he was a devout Muslim, quiet and private.

Farook brought Malik to the United States on a fiancee visa in July 2014. But friends said they knew little about Farook's wife. Many weren't even aware that the couple had welcomed their first child in May 2015, a baby daughter who was placed in the



JABIN BOTSFORD/THE WASHINGTON POST

The glass of a side door at the Inland Regional Center in San Bernardino, Calif., remains broken and sealed off with tape as the investigation into the shooting that killed 14 people continues.

custody of child protective services after the attack.

"At this time I feel like he had a double life," Saira Khan, Farook's sister, said in an interview with ABCNews. "I feel like he was very good at concealing everything from all of us. The guy that we know, all his co-workers, everybody that knew him at the mosque, they're all commenting just like we [are]. . . . Nobody knew him any different than how we knew him."

Much less is known about Malik, who was born in Pakistan but spent at least some time in Saudi Arabia, where her father relocated more than two decades ago. It remains unclear how much time she spent in Saudi Arabia, but she is known to have studied in Pakistan to become a pharmacist.

After arriving in the United States, Malik appeared to have interacted with very few people. Even male relatives said they had never seen her face, which was

typically covered by a niqab, or face veil, used by some Muslim women.

Around the time of the attacks, Malik went on Facebook to post a pledge of loyalty to Abu Bakr al-Baghdadi, the leader of the Islamic State. The Islamic State is urging followers to launch attacks wherever they may be as the group seeks to expand its reach beyond Iraq and Syria.

The group has called Syed and Malik followers. But it has not

## 'I can't believe this would happen in a town like this'

BY ROB KUZNIA

REDLANDS, CALIF. — Given the massacre, city officials thought about canceling the Christmas parade. But then they reconsidered and, on Saturday night, the city of Redlands unleashed a profusion of seasonal cheer.

Marching bands belted out Christmas carols. Boy Scouts waved and shouted greetings. People crowded the sidewalks to see floats roll by, including one urging the world to "put Christ back in Christmas."

Scratch the merry veneer, however, and out spill anguished tales of visiting the center where Wednesday's rampage took place, of meeting one of the 14 people who died or the 21 people who were wounded, of talking with Syed Rizwan Farook, the county health inspector accused of carrying out the attack with his Pakistani wife. The couple, who lived in Redlands, died hours later in a ferocious gun battle with police.

"You can't call them Muslim," said physician Shazia Hyder, 41, a Muslim with connections to Inland Regional Center, the site of the shooting. She fears a

backlash against her faith. "They're not following their religion. They are just — I don't know what. It's just craziness. Madness."

As residents here mourned the victims of Wednesday's shooting, many also expressed astonishment that sunbaked San Bernardino County would become the target of the deadliest terrorist attack on American soil since Sept. 11, 2001.

Home to vast stretches of desert and mountains that sweep from Los Angeles to Nevada, San Bernardino County hosts a diverse population of more than 2 million, many of them immigrants from countries around the world. It is also California's poorest county. The city of San Bernardino, the county seat, ranked as the second-poorest city in the nation in 2010, right after Detroit, and city officials filed for bankruptcy in May.

To many people here, San Bernardino often feels like the dowdy forgotten cousin of glitzy Los Angeles, an hour's drive west.

"I can't believe this would happen in a town like this," said Ana Russo, who was taking care

of some Christmas shopping at Sears.

Redlands, which lies just east of San Bernardino, is somewhat better off, with a prosperous middle class and a few faintly yuppyish claims to fame. The town hosts the Redlands Bicycle Classic, the longest-running professional invitational in American bicycle racing, and is home to Gay 90s, the college bar that inspired the TV show "Cheers" (the creators of the show attended the University of Redlands).

Redlands also has a healthy streak of traditionalism. Every year, the Redlands Christmas Parade draws about 20,000 people.

On Saturday, city spokesman Carl Baker said even more people than usual seemed to cram the streets, eager perhaps for a happy event to ease thoughts of Wednesday's carnage.

Among those at the parade was Abraham Hernandez, a juvenile corrections officer from Riverside County, who said he is close friends with one of the first sheriff's deputies to enter the offices of the Inland Regional Center, a nonprofit organization that serves the developmentally

disabled and provides conference space. The shooting took place in a first-floor banquet room where Farook's colleagues at the county health department were enjoying a holiday party.

"He told me: 'I've seen car accidents, I've seen suicides, but none of that really prepared me for what I saw that day,'" Hernandez said.

Also at the parade was Greg Stover, assistant principal of Carter High School in nearby Rialto. Stover said Farook was the building inspector for much of that city, including the high school. Stover never met Farook, but said his custodian interacted with him, though he remembers little about the man.

"Those guys come through real quick," Stover said. "They have a job to do and they're gone."

Another man at the parade, Joseph Simonsen, knew one of the victims, Robert Adams, 40, who inspected Simonsen's restaurant.

"Really nice guy," Simonsen said. Just a few days before the shooting, he said, "we were in the restaurant and he gave me my final. I was like, 'Hey, Happy Thanksgiving, how was your Thanksgiving?' He's like, 'Oh, wonderful. Everything was good. You get your sink in yet?'"

For Hyder, the Muslim physician, the terrorist attack hit home on multiple fronts. Hyder's

8-year-old son, who is severely autistic, went regularly to Inland Regional Center. Although the attackers did not target people with special needs or their caregivers, Hyder noted that Daniel Kaufman, a vendor who sold coffee in the building — and employed adults with special needs — was among those killed.

"There are very few people out there who will employ people with special needs," she said. "It's a wonderful service, and he is just shot dead. . . . I can't imagine how one human can do that to another human. It just doesn't compute."

Many in town credited the swift response of law enforcement for preventing further deaths. Earlier this year, police here came under criticism for a beating incident captured on video via news helicopter. The incident, which happened in April, involved 10 deputies who beat a man who tried to flee on horseback as the deputies tried to serve him with a search warrant in a case of identity theft. The deputies have been put on leave.

"I know they've gotten some bad publicity in the press. . . . [But] it's just very comforting to see how quickly they reacted" on Wednesday, said Rosa Guillen, a county employee. "Today, I was at a restaurant. Police officers came in and everyone around them said, 'Good job — thank you.'

linked itself as clearly to the shooting as it has to a recent series of attacks in Paris.

Five days after the shooting, San Bernardino was slowly returning to normal life. Early Monday, county officials announced that business would resume in most county offices, which had been shuttered since the shooting. The lone exception was the Division of Environmental Health Services, where Farook had worked for years.

Many of the people who died were Farook's co-workers, which triggered early speculation that the rampage may have been sparked by a workplace dispute. Investigators said that it is not yet clear whether workplace friction might have played some role in the couple's choice of target.

Since the shooting, San Bernardino has taken steps to enhance security at public facilities, including increasing the number of armed guards. Officials have also established a counseling center and hotline, and managers in county government have been asked to look for signs of stress among their staff.

"The purpose of terrorism is to make ordinary people afraid to do the ordinary things that make up their lives," said Janice Rutherford, a member of the county Board of Supervisors. "We can't be afraid of our lives, of our community, of our neighbors, of our coworkers."

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adam.goldman@washpost.com  
abby.philip@washpost.com

Goldman reported from Washington. Mark Berman and Thomas Gibbons-Neff in Washington contributed to this report.

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

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### 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](http://www.necfuture.com). If you require assistance to attend, contact us at [comment@necfuture.com](mailto:comment@necfuture.com) at least five days prior to the hearing you wish to attend.



U.S. Department of Transportation  
Federal Railroad Administration

**Comments will be accepted until 1/30/2016.**  
We look forward to hearing from you.

## American accused of arming Syrians

BY MATT ZAPOTOSKY

Federal authorities have arrested a naturalized U.S. citizen who they say was part of a conspiracy to provide firearm scopes, tactical vests and other supplies to a Syrian rebel group that "frequently fights alongside" al-Qaeda's affiliate in that country.

Amin al-Baroudi, 50, who also goes by Abu al-Jud, was charged in an indictment unsealed last week with violating U.S. sanctions against Syria and conspiring to defraud the United States. Court records show that Baroudi was formally served with his charges on Thursday at Dulles International Airport. An indictment had been filed against him secretly in federal district court in Alexandria in April.

A burly man with a salt-and-pepper beard, Baroudi said nothing Monday at a brief court appearance at which a federal magistrate judge ordered him detained pending further legal proceedings. His attorney, Anthony Capozzolo, said in court that Baroudi had been to Saudi Arabia and suffered a heart attack there but offered no other details about the case or Baroudi's background.

Capozzolo said in court that he was working to prepare materials

that would bolster Baroudi's case to be released on bail. He declined to comment after the hearing.

Baroudi's arrest comes amid heightened fears of terrorism in the United States stemming from recent terrorist-inspired or -directed mass killings in San Bernardino, Calif., and Paris. Significantly, though, Baroudi is not charged with lending support to terrorists, and the particular group he is accused of supplying with weaponry, Ahrar al-Sham, has disputed that it has links to al-Qaeda or espouses al-Qaeda's ideology.

In an opinion piece published on The Washington Post website in July, Labib Al Nahhas, Ahrar al-Sham's head of foreign political relations, wrote that the group, which is among others trying to remove Syrian President Bashar al-Assad from power, believes "in a moderate future for Syria that preserves the state and institutes reforms that benefit all Syrians."

In Baroudi's indictment, federal prosecutors characterized the group as one that "frequently fights alongside Jabhat al-Nusra, which has been designated by the United States as a foreign terrorist organization and operates as al-Qaeda's official branch in Syr-

ia." They alleged that Ahrar al-Sham's "stated goal is to overthrow the Assad government and install an Islamic state in Syria." The United States also opposes Assad.

Baroudi, who is a Syrian-born, naturalized U.S. citizen, had been living in Irvine, Calif., though the manner in which he was indicted suggests he was brought to Dulles Airport specifically from overseas so that he could be charged in Alexandria. A woman who identified herself as the daughter of a 50-year-old Amin al-Baroudi from Irvine declined to comment.

The indictment alleges that Baroudi and others bought supplies from companies in the United States and traveled with the goods on commercial flights to Turkey, where someone would slip across the border into Syria. Baroudi, according to the indictment, did not have a license to do so and was thus violating a broad prohibition on exporting goods to Syria.

According to the indictment, Baroudi bought scopes, laser sights, tactical vests and other equipment that might be useful in military endeavors, often using common websites such as eBay and Amazon.

matt.zapotosky@washpost.com

# fun+games

## Crossword

- ACROSS**
- 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
  - 34 Way to get a light
- DOWN**
- 1 Starts of some pranks
  - 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 \_\_\_ Plains River
  - 10 Ace of clubs?
  - 11 Taurus preceder
  - 12 Myanmar neighbor
  - 15 Hotel upgrade
  - 17 Perfect for picking
  - 18 Four-baggers
  - 23 Corporate freebie
  - 24 Gorillas, for instance
  - 26 Antler parts
  - 27 Spouses no more
  - 28 Where pigs wallow
  - 29 Cross-shaped Greek character
  - 30 Loafer's bottom
  - 31 Lady's escort
  - 32 Common Market initials
  - 33 Dashboard reading, for short
  - 35 "Cogito"
  - 36 Thumbs-down votes
  - 37 Type of insurance
  - 41 It may be assumed
  - 42 Wise lawmakers
  - 43 Kind of hygiene
  - 44 Plays for a fool
  - 45 Having good posture
  - 46 Party handout
  - 47 Word with "main" or "blessed"
  - 48 Artist's paste
  - 49 Vanilla extract amts.
  - 50 Have memorized
  - 51 Eye impolitely
  - 54 Rocks in the freezer
  - 55 Area 51 craft, supposedly


**WEDNESDAY'S SOLUTION**

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4	S	O	U	N	D	T	H	E	R	E	22	T	R	E	A	T	
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**SAY WHAT?**

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EDITED BY TIMOTHY E. PARKER



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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](http://www.necfuture.com) and at public libraries along the NEC.

Comments may be submitted at [www.necfuture.com](http://www.necfuture.com), emailed to [comment@necfuture.com](mailto: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](http://www.necfuture.com). If you require assistance to attend, contact us at [comment@necfuture.com](mailto: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.

### the GUIDE to the Lively Arts

SHOW NAME	DATES & TIMES	DESCRIPTION	DETAILS	PRICE
Golden Voice of Africa! Salif Keita Acoustic Concert	September 21, 2014 7:50 PM	Keita returns to DC for the first time in 5 years for a unique one night only exclusive acoustic performance with his band, to benefit his foundation's work to save African people with HIV/AIDS.	Lerner Auditorium 220 21st St NW Washington DC Box Office: 202-994-9900	\$49+
Shear Madness	Regular Schedule: Tuesday-Friday at 8:00PM & 8:30PM Sunday at 3 & 7	It's an ordinary day at the Shear Madness salon, when the lady assistants give a haircut. What? Catch the killer at the comedy, right? (Washington Post), shake the walls of the Kennedy Center.	The Kennedy Center Theater Lab Student Rush Tickets Available Tickets: 202-467-4000 Groups: 202-416-8400 www.shearandphotos.com	
Yentl	Thurs 8:28, Fri 8:08PM-1:30 Pivvy previews: 7:28 at 1:20 & 9:11 at 7:50 \$30 previews, \$30 at 8:00 & 9:11 at 7:50	Morny Plymork, fabulously funny musical about King Arthur's search for the holy grail. (Always look on the bright side of life) Yentl disguises herself as a man in order to pursue her dreams. A modern take on a classic story with a new and rock score from Jill Sobule.	James Leo Community Ctr 2855 Arundale Road Falls Church, VA 22042 703-615-6506	
Yentl	by Leah Hadler & Isaac Business, singer	Musical selected from the following composers, subject to change: "King" Oliver, Benjamen, Baboo, Pinkard, Ken Casey, John Legend, John Tizol, Duke Ellington, Kurt Vile, Clarence Williams, Porter Starks, Larry Shivers, Jack Parnes, and	Theater J 1529 16th St. NW 800-494-8487 or www.theaterj.org	
Sylvan Theater	on the grounds of the Washington Monument in Washington	Call 202-433-4011 after 5 p.m. for weather related cancellations		

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# Station Poster

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



## What is NEC FUTURE?

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.

## Choices for the NEC

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.**

## Help us make the Smartest Choice

The Tier 1 Draft EIS is available for review online at [www.necfuture.com](http://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](http://www.necfuture.com), emailed to [comment@necfuture.com](mailto:comment@necfuture.com), or mailed to the address listed below. Or attend one of 11 public hearings to submit your comment in person.

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1

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4

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

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**Let us hear from you by January 30, 2016!**

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New Haven, CT	Monday, December 14
New York, NY	Tuesday, December 15
Washington, DC	Wednesday, December 16
Providence, RI	Thursday, December 17
Philadelphia, PA	Monday, January 11
Mineola, NY	Tuesday, January 12
Hartford, CT	Wednesday, January 13
Baltimore, MD	Thursday, January 14
Newark, NJ	Tuesday, January 19
Wilmington, DE	Wednesday, January 20

All meetings from 4 p.m. to 7 p.m.  
Visit [www.necfuture.com](http://www.necfuture.com) for more details.



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



## Other Correspondence

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# Comment Summary Report

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- 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).<sup>1</sup> 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,<sup>2</sup> along with a Draft Programmatic Agreement under Section 106 of the National Historic Preservation Act,<sup>3</sup> 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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<sup>1</sup> 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.

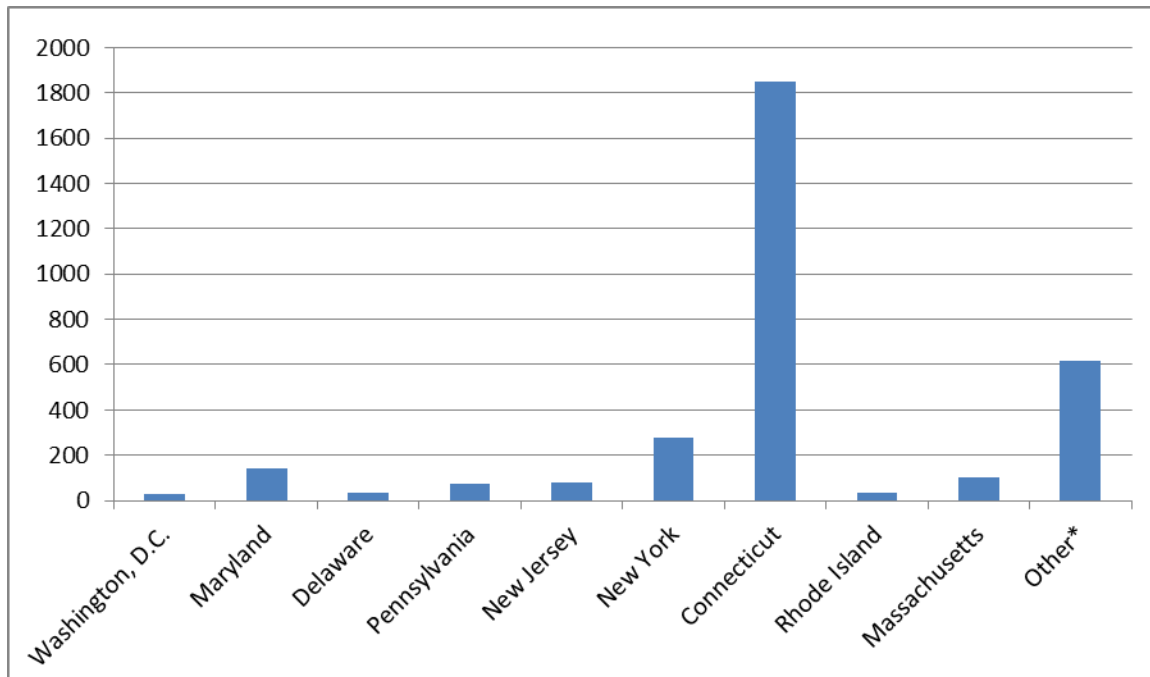
<sup>2</sup> Available at [www.necfuture.com](http://www.necfuture.com)

<sup>3</sup> 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**



Source: NEC FUTURE team, 2016

\* Other includes all states outside the NEC FUTURE Study Area and submissions where no state was identified.

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.<sup>4</sup>

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

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<sup>4</sup> 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](http://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

connections within this region, including rail connections, are very important for the vitality of this growing economic giant.”

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 (CO<sub>2</sub>e) 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 CO<sub>2</sub>c emissions and one Alternative 3 configuration reducing up to 581,525 tons of CO<sub>2</sub>e 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 1 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.