



# Comment Summary Report

## Appendix Part 4: Q-Z

July 2016



**U.S. Department  
of Transportation**

**Federal Railroad  
Administration**

## **COMMENT SUMMARY REPORT APPENDIX:**

### **Comments Submitted on the Tier 1 Draft EIS**

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

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

**NEC DEIS Comments - RECORD #2539 DETAIL**

**Status :** Pending

**Record Date :** 2/16/2016

**First Name :** Sara

**Last Name :** Qua

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district. These changes will also have a strong negative impact on this community's economic sustainability. Other alternatives must be considered.

**NEC DEIS Comments - RECORD #2467 DETAIL**

**Status :** Pending  
**Record Date :** 2/16/2016  
**First Name :** Ronald  
**Last Name :** Quagliani  
**Stakeholder Comments/Issues :**

I am opposed to Alternative 1 as this will be a travesty to the fabric and feel of this small community.



12-15-15 NEC-NY

The first sign-up speaker is Richard Qualtieri.

Richard, are you ready to speak?

(No response.)

THE MODERATOR: You don't want to speak? You're going to pass?

MR. QUALTIERI: Well, I'll talk --

THE MODERATOR: Do you want to do a comment? No one else is signed up so --

(Laughter.)

THE MODERATOR: You don't have to. I'm not going to -- you can change your mind.

**NEC DEIS Comments - RECORD #1125 DETAIL**

**Status :** Pending

**Record Date :** 2/12/2016

**First Name :** james

**Last Name :** quarto

**Stakeholder Comments/Issues :**

I do not think that proposed rail service should impact any town or community in any way against the wishes of that community.

**NEC DEIS Comments - RECORD #2644 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Sam

**Last Name :** Quigley

**Stakeholder Comments/Issues :**

As a resident of Lyme, CT, I am writing to voice my opposition to Alternative #1. Implementing this plan would devastate prime ecosystems and the town of Old Lyme. Besides being irreplaceable in the abstract, the people of this community have shown long term commitment to preservation of nature and the environment over generations and we will not be willing to allow this development to proceed without stiff and protracted legal opposition. Preservation of natural habitat along the NE corridor is of essential importance in our view and we urgently advise the Administration to invest in Alternative #2

**NEC DEIS Comments - RECORD #2526 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/16/2016

**First Name :**

Justina

**Last Name :**

Quinn

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #315 DETAIL**

**Status :**

Action Completed

**Record Date :**

1/27/2016

**First Name :**

Kevin

**Last Name :**

Quinn

**Stakeholder Comments/Issues :**

I recently was informed of proposed plans to run a high speed train through Garden City, called Alternative 3. As a resident of that community, my first reaction is that such a plan would be devastating for our village. I had not heard of such a plan until this morning. Apparently the public notice and comment on this proposal has been limited.

Please email me the information I need to study these proposals and make an informed decision about whether I should support such a plan.

Thank you

Kevin Quinn

--

Kevin P Quinn



**NEC DEIS Comments - RECORD #2759 DETAIL**

**Status :**

Action Complete

**Record Date :**

2/16/2016

**First Name :**

Ryan

**Last Name :**

Quinn

**Stakeholder Comments/Issues :**

The alternative 1 through old lyme is terribly damaging to both the estuarial marshes of the region and the downtown of old lyme there needs to be a different route.

**NEC DEIS Comments - RECORD #2528 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Tony

**Last Name :**

Quinn

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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



**NEC DEIS Comments - RECORD #2081 DETAIL**

**Status :**

**[REDACTED]**

**Record Date :**

2/15/2016

**First Name :**

Barbara

**Last Name :**

Rabus

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

## NEC DEIS Comments - RECORD #65 DETAIL

**Status :** Pending  
**Record Date :** 12/10/2015  
**First Name :** David  
**Last Name :** Raday  
**Stakeholder Comments/Issues :**

The plan consists of a comprehensive effort to define, evaluate, and prioritize the continuous investments in the Northeast Corridor (NEC) from Washington, D.C., to Boston. The NEC is the core rail transportation line for the Northeast. The span of the new electric railroad will include a geographic area, stretching over 457 miles south to north and covering over 50,000 square miles. The railway currently stretches 150-feet in width including tracks, ballast, signals, exc. They want to double the size of the railway to 300 feet wide with additional platforms and stations extending as much as 2,000 feet wide. This project is just one phase of many Tiers to come but it is an extensive expansion project in order to make transportation more accessible to those living within these areas.

I am qualified to be able to comment on this issue because I understand the issues associated with expansion projects like this and affect it leaves on our environment. While researching this project I can use the knowledge I have gained both in my own research as well as in class research. The concepts retained in my Issues in Conservation Biology class have given me a much greater perspective as to how the environment is potentially altered do to high levels of pollutants in the air. With that being said, after reviewing your Environmental Impact Statement I am for this expansion.

Although this project is a huge expansion project in the sense that it will potentially degrade the land in a way that will impact the surrounding ecosystem. It seems that it will improve the atmospheric pollutants already being produced. The Tier 1 Draft Environmental Impact Statement states, "The FRA's modeling predicts a decrease in regional pollutant burdens from roadways due to the expected decrease in roadway VMT (autos) and an increase in regional pollutant burdens from power sources (diesel fuel and electric) because of increased train service under the Action Alternatives." Looking at the amount of traffic and emissions being produced on the surrounding highways, by implementing these railroad systems we could decrease the emissions by a huge amount. Your Impact statement goes into detail as to how much emissions and pollutants will be eliminated due to this railroad change. The extent of the decrease is incredible. Your claim is that it will decrease up to 25% of all the pollutants being produced by automobiles and diesel trains. Not only will this help eliminate the current emissions being produced but it will also increase the regions renewable energy by an average of 20%. This will not only help the current state of the region but will also encourage other regions to implement this same procedure. Although there aren't many regions with as much traffic due to the extensive population, the impact would still be the great.

The biggest problem with the project is the loss of aesthetic and natural landscape. We want to be able to maintain the natural appearance of the land the railroad is cutting through. The other problem with the project is the sound going through suburbs causing home owners to become distraught. If the noise and vibration doesn't scare the wildlife away then the construction and the railway itself will threaten the already threaten species in the area. The Tier 1 Draft Environmental Impact Statement states, "Twenty-four (24) federally listed T&E species and their habitats potentially exist within the Affected Environment/Representative Routes of the Action Alternatives (Table 7.6-3). Species types include plants, fish, reptiles, mammals, birds, and insects." There has to be awareness when there are potentially 24 endangered species. I understand that there will always be species threatened by either construction, population, exc., however I feel like the positives outweigh the negatives.

Overall, I love this idea. I know that Denver is beginning to implement a lot of transportation alternatives to driving individually. I think that it has proven itself as useful in many states and it clearly benefits our environment by eliminating many of the drivers on the roads today. We need to do better, as a nation, at encouraging those who drive alone on a daily basis to begin using these alternative transportation opportunities.

**NEC DEIS Comments - RECORD #1621 DETAIL**

**Status :** ██████████  
**Record Date :** 2/15/2016  
**First Name :** George  
**Last Name :** Radcliffe

**Stakeholder Comments/Issues :**

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

Dear Ms. Braegelmann:

As a citizen of Maryland and a member of the Maryland Ornithological Society, I am writing this letter in opposition to Alternate 3 in your rail plan.

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

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

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

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

Sincerely,

George Radcliffe, Youth Coordinator

Maryland Ornithological Society

--

George M. Radcliffe  
1663 Hudson Rd.  
Cambridge, MD 21613  
410-228-7670

**NEC DEIS Comments - RECORD #1049 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/12/2016

**First Name :** Bill

**Last Name :** Neale

**Stakeholder Comments/Issues :**

Please see attached.

Best Regards,

Bill NEALE - VP - Phone: (001) 203-776-2813 ext 136 -Direct Line

203-401-3276 - VOIP 682-136

Cell: (001) 860-391-3683

Radiall New Haven

104 John W. Murphy Drive

New Haven, CT 06513

**Attachments :** Comment Letter on NEC Future 2-12-16.pdf (196 kb)

February 12, 2016

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

NEC Future  
US Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

**RE: NEC Future Tier 1 Draft Environmental Impact Statement**

Dear Administrator Feinberg:

On behalf of Radiall USA, thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

Radiall USA is part of a global corporation based in France. We are representative of many international corporations that make the New Haven area a North America home. The East Coast of the United States provides work day overlap and shorter flights to headquarters. Europeans find the area more amenable than other regions. Transportation is important and we are currently not equal to Europe. New Haven needs better public transportation linking it to New York, Boston and the rest of the world.

The DEIS presents a series of alternatives for consideration. Because the DEIS looks broadly over the entire system, no single alternative truly captures the essence of our community's core objectives, namely dramatically improved commuter travel time to New York City together with improved travel time and more frequent service to Washington and Boston. In fact, some of the alternatives presented still present new alignments which bypass New Haven and/or the entire coastal corridor of Connecticut. These bypass routes do not support the knowledge-based and innovative economies of southern Connecticut, nor do they merit further consideration by the FRA based on the technical analysis presented in the DEIS.

I call your attention to the significant environmental impacts associated with the Alternative 3 route through central Connecticut, which is anticipated to affect over 42,000 acres of developed land and another 30,000 acres of undeveloped land (Page 7.2-5). Such a pronounced change in development in largely rural portions of Connecticut is inconsistent with the State of Connecticut's Conservation and Development Policies, which calls for the State to "conserve and restore the natural environment, cultural and historical resources and traditional rural lands." Our State, furthermore, places a high emphasis on its existing urban centers, with focused reinvestment in center cities, inner ring suburbs and transit-rich environments.

Rather, I urge you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs. Many of New Haven's neighborhoods are economically distressed. From an environmental justice perspective, it is equally important to support these communities and not circumvent them through bypass alignments.

In closing, let me again express strong support for the DEIS process and future improvements to the Northeast Corridor. I encourage you to issue a final EIS that recommends (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route; (2) improved travel time and more frequent service to and from Washington and Boston on the



Our Most Important Connection is with You™

Radiall USA, Inc., 104 John W. Murphy Drive, New Haven, Connecticut 06513 TEL +1 203-776-2813 FAX +1 203-776-8294

coastal route, Hartford-Springfield route and, if feasible, a Long Island tunnel; and (3) a final decision to not move forward with the Central Connecticut alignment.

Thank you for your time and attention to this matter.

Sincerely Yours,

William W. Neale  
Vice President of Operations

**NEC DEIS Comments - RECORD #1952 DETAIL**

**Status :** ██████████  
**Record Date :** 2/15/2016  
**First Name :** Kim  
**Last Name :** Radowiecki  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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



**NEC DEIS Comments - RECORD #1522 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Paul

**Last Name :**

Raff

**Stakeholder Comments/Issues :**

I am opposed to Alternate 1 which will ruin the beautiful fine arts campus, nature conservation areas, and the historic sites of Old Lyme. I am an avid train commuter so I appreciate the necessity to have a comprehensive rail system, but please find an alternative route for this proposal. Thank you!

**NEC DEIS Comments - RECORD #1523 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Paul

**Last Name :**

Raff

**Stakeholder Comments/Issues :**

I am opposed to Alternate 1 which will ruin the beautiful fine arts campus, nature conservation areas, and the historic sites of Old Lyme. I am an avid train commuter so I appreciate the necessity to have a comprehensive rail system, but please find an alternative route for this proposal. Thank you!

**NEC DEIS Comments - RECORD #1524 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Paul

**Last Name :**

Raff

**Stakeholder Comments/Issues :**

I am opposed to Alternate 1 which will ruin the beautiful fine arts campus, nature conservation areas, and the historic sites of Old Lyme. I am an avid train commuter so I appreciate the necessity to have a comprehensive rail system, but please find an alternative route for this proposal. Thank you!

**NEC DEIS Comments - RECORD #2264 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Barbara

**Last Name :** Raffile

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1665 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** John

**Last Name :** Ragsdale

**Stakeholder Comments/Issues :**

Alternative # 1 should be removed from consideration. The destruction of historic towns like Old Lyme is very shortsighted, and the environmental impact to the Ct. River watershed is unforgivable.

**NEC DEIS Comments - RECORD #884 DETAIL**

**Status :**

Review Completed

**Record Date :**

2/11/2016

**First Name :**

Saddia

**Last Name :**

Rahaman

**Stakeholder Comments/Issues :**

I think that such a charming town as Lyme should be spared the unnecessary noise that a high speed train will create. People move to the area to enjoy quiet contentment and therefore- this will directly affect real estate sales in Lyme

**NEC DEIS Comments - RECORD #428 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/31/2016

**First Name :** Susan

**Last Name :** Raible Birth

**Stakeholder Comments/Issues :**

Please do not allow the rail system plan to cut through Old Lyme. We are a historic town that birthed American Impressionism and we have an accredited Art Academy now to continue that heritage. Your actions will forever change the face of Old Lyme. We are too fragile an environment to support your plan without destruction. Please consider another alternative like New London or even Waterford that thrives on Commercial Business. We don't, and are a Historic Village with marsh and Wildlife to protect. Don't do it! Thank you

**NEC DEIS Comments - RECORD #690 DETAIL**

**Status :**

**Record Date :** 2/10/2016

**First Name :** Jasmine

**Last Name :** Rajbhandary

**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland, a lover of our state's few remaining wild places  
and as a former employee at the Patuxent Wildlife Research Center I am  
writing this letter in opposition to Alternate 3 in your rail plan.

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

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

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



Sincerely,

Jasmine Rajbhandary

--

\*Jasmine Rajbhandary, MSc \*

[Redacted] Sustainable Development & Conservation Biology

[Redacted] University of Maryland - College Park

jrajbhandary@[Redacted]@gmail.com

**NEC DEIS Comments - RECORD #2576 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Karen

**Last Name :**

Ralph

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #3028 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/16/2016

**First Name :**

Sherri

**Last Name :**

Ramella

**Stakeholder Comments/Issues :**

As a member of the Lyme-Old Lyme community, I strongly oppose the FRA Alternative 1 rail track plan that will dissect the heart of the Town of Old Lyme, CT. This proposed track would not simply be going through part of a town, it would be cutting through the central hub of a small but very vibrant community, damaging the environment and destroying the historic nature of this town. Lyme Street, which the proposed track would dissect, is the heart of this small town where three schools are located along with the town hall, town library, art academy, art association, youth services bureau, and many small businesses owned by local citizens. The towns of Lyme and Old Lyme come together on this one street as one community to share schools, athletics, a Memorial Day parade, a decades long tradition trick-or-treating event, annual youth art shows, musical concerts, an outdoor market, and countless other community events. A high speed track cutting in half the street that brings a community together would serve only to damage the very fabric of that community. The impact on nature, community, property values, historic buildings, and the very essence of what makes this small town so special would be detrimental. Please abandon Alternative 1.

**NEC DEIS Comments - RECORD #2182 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Debra

**Last Name :**

Ramsay

**Stakeholder Comments/Issues :**

I vehemently oppose Alternative 1 of the Northeast Corridor Futures proposal

**NEC DEIS Comments - RECORD #165 DETAIL**

**Status :** ██████████  
**Record Date :** 1/13/2016  
**First Name :** Roy  
**Last Name :** Randall  
**Stakeholder Comments/Issues :**

I think they should also add trains going north/south throughout Long Island along the 110 corridor along William Floyd to the beaches on north and south shores

**NEC DEIS Comments - RECORD #2842 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Alexander

**Last Name :** Rane

**Stakeholder Comments/Issues :**

I attended School at Lyme Academy College of Fine arts. Don't destroy the school.

**NEC DEIS Comments - RECORD #897 DETAIL**

**Status :** ██████████

**Record Date :** 2/11/2016

**First Name :** J.

**Last Name :** Ranelli

**Stakeholder Comments/Issues :**

the plan that would put a new section of rail through the town of old lyme seems ill-considered in terms of its impact on the quality of life and its lack of promise as a solution to the area's, indeed the state's public transportation problems...these failings seem self-evident from a look at the map, (which shows a lack of regard for a cultural and civic history that might, if it came in a plain brown wrapper instead of an official document, be seen as vandalism)...the loss of light rail, now too far gone to be a memory for most area residents, was as aspect of the auto and oil lobby's initiative to take post-war america off trollys and busses and put it behind the wheel which is where we sit, in extreme discomfort, groping for answers to the tangle of traffic on the highways that will only become worse as vehicle technology becomes more sophisticated (i-95 will still be a race track now and a parking lot then when everyone has a robotic tesla)...better the time, energy and considerable resources be put into simply upgrading the present amtrak right of way and track (really fixing it for safe, high-speed travel) and, AND, maybe less simply, putting light rail back in play, from border to border, in the medians of our highways...

heavy lifting to be sure, but it will create a dedicated facility that can be up graded as technology moves us along, say, from electricity to compressed air to magnetic force, whatever...how about a test stretch, on 395, say from new london to the casinos, (fixing the i-95 death trap in east lyme along the way), then, once it's right, up the rest of 395 and full-stream onto 95 beginning with fairfield county?  
...then 84, 9/91...

**NEC DEIS Comments - RECORD #287 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/26/2016

**First Name :** J

**Last Name :** Ranelli

**Stakeholder Comments/Issues :**

maps are way too large scale for close up critical viewing, any chance of something smaller so we can click smaller areas, say 1:100,000 ?

jr

nurrevir@[REDACTED]



**NEC DEIS Comments - RECORD #1612 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :**

**Last Name :**

**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

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

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

The Patuxent Research Refuge was established in 1937 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

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

Sincerely,

Jim Rapp

[REDACTED]  
[REDACTED] Weldon Avenue

Baltimore, MD 21211

dlitedirector@[REDACTED]comcast.net

[REDACTED]  
[REDACTED] 410-514-0226

**NEC DEIS Comments - RECORD #2651 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/16/2016

**First Name :**

George

**Last Name :**

Rapport

**Stakeholder Comments/Issues :**

Your proposal to drive a highspeed train line through the heart of one of Connecticut's most attractive towns and through a section of the town which includes the Florence Griswold Museum, a National Historic Landmark and a nationally known museum renowned for its collection of American art, is a travesty. You also compound this by putting the new line alongside I95. I95 passes within a quarter-mile of the museum and even closer to the Lyme Academy College of Fine Arts. There must be other alternative routes that you should consider before embarking on an plan which seems to have come from Attila the Hun.

**NEC DEIS Comments - RECORD #2889 DETAIL**

**Status :**

**Public Comment**

**Record Date :**

2/16/2016

**First Name :**

Jane H.

**Last Name :**

Rapport

**Stakeholder Comments/Issues :**

Thank you for giving all of us the opportunity to comment on your proposal, even if it is late in the game. Alternative 1 should not be allowed to happen: the thought of new railroad track cutting through Old Lyme, one of the most beautiful towns on the shoreline -- and through its Historic District and near the Florence Griswold Museum and the Lieutenant River, is horrific. Did anyone from the FRA actually take a look at the proposed site? Hard to believe. Please, please rethink this proposal!

**NEC DEIS Comments - RECORD #2187 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Mark

**Last Name :**

Rapuano

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1040 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/12/2016

**First Name :** Sylvia

**Last Name :** Rasie

**Stakeholder Comments/Issues :**

I want rail. And something has to give

However whoever did the planning knows zero about our State. Certainly you don't have to destroy an entire town to do this.

**NEC DEIS Comments - RECORD #1836 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

John

**Last Name :**

Raslavsky III

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1688 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Julia

**Last Name :** Rathkey

**Stakeholder Comments/Issues :**

I strongly oppose this proposal to put a rail line through the heart of Old Lyme village. Our community is steeped in history - we are the birthplace of American Impressionism - and a rail line through the center of town would have devastating consequences to our community and our historic district would be ruined. Please consider an alternative to this plan. Thank you.

**NEC DEIS Comments - RECORD #859 DETAIL****Status :**

Action Completed

**Record Date :**

2/11/2016

**First Name :**

David

**Last Name :**

Rau

**Stakeholder Comments/Issues :**

I attended the press conference at the Florence Griswold Museum in Old Lyme (where I work at the Director of Education & Outreach) and was impressed by the information from town members and concerned citizens who addressed how the proposed plan would devastate the very special place that is Old Lyme. Visitors from all over the country (and world) come to visit the Florence Griswold Museum and often remark what a "magical" and "charmed" place the village is. These kinds of places are few and far between. We strive to maintain the specialness of the town for those seeking a genuine New England experience and a visit to a place steeped in natural beauty and a respect for the past. To put in a rail system that obliterates this would impact generations of visitors as well as those who call this corner of world "home." I do hope those in charge will seek less damaging plans to move this program forward.



**NEC DEIS Comments - RECORD #103 DETAIL**

**Status :** ██████████

**Record Date :** 1/6/2016

**First Name :** Janani

**Last Name :** Ravi

**Stakeholder Comments/Issues :**

Not just students but also postdocs (postdoctoral researchers and related positions) in universities should be allowed to avail the student discount since the salary bracket is only marginally higher than that of a student.

**NEC DEIS Comments - RECORD #805 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/11/2016

**First Name :**

Barbara

**Last Name :**

Rayel

**Stakeholder Comments/Issues :**

As a 40 year resident of Old Lyme I ask you to consider the negative impact on our town if Alternative One were put in effect. Please dismiss this option.

**NEC DEIS Comments - RECORD #2610 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Roslyn

**Last Name :** Reaback

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #857 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/11/2016

**First Name :** Judith

**Last Name :** Read

**Stakeholder Comments/Issues :**

Please do not expand the Train through the center of Old Lyme. We are a very small town with a small town center. You will be eliminating our commercial district, fire department, college and historic district. You will be decimating our town. Please find a route around our community center.

**NEC DEIS Comments - RECORD #2958 DETAIL**

**Status :** Pending  
**Record Date :** 2/16/2016  
**First Name :** Anne  
**Last Name :** Reardon

**Stakeholder Comments/Issues :**

I am horrified by the idea that your brilliant designers intend to decimate the town of Old Lyme, CT. I strongly object and hope that you will can that part of your plans for the rail system. Old Lyme is a beautiful center of culture, history and art in this area, and none of the changes that you plant to implement are worth touching any part of Old Lyme.

**NEC DEIS Comments - RECORD #2960 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Barbara

**Last Name :**

Reardon

**Stakeholder Comments/Issues :**

I live along the Connecticut shoreline, and my family uses the train system often. However, I strongly object to your plans to destroy Old Lyme, Connecticut for your purposes.

Old Lyme is a a very important part of our local cultural heritage, and also a vital part of the Connecticut River and Long Island Sound ecosystem. The rail changes that you have proposed would wreck centuries of contributions that local individuals have made toward improving these aspects of Connecticut life.

Reconsider your plans for the rail system, and stop the changes that you have proposed for Old Lyme, Connecticut.

**NEC DEIS Comments - RECORD #1290 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** Cristina

**Last Name :** Reardon

**Stakeholder Comments/Issues :**

Old Lyme is one of the last untouched, old world havens for historians, artists, and naturalists on the Connecticut shoreline. To build this rail alternative through town would destroy the quiet, pristine nature of this small community that is celebrated around the country. Please find another route. A railroad that connects lands with no stories, culture, or reverence is no rail for the people. This is not what we want.

**NEC DEIS Comments - RECORD #2605 DETAIL**

**Status :** Action Complete

**Record Date :** 2/16/2016

**First Name :** Theresa

**Last Name :** Recchia

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy of Fine Arts of the Univ. of New Haven and ruin the national recognized historic district. More importantly it will endanger the federally protected area of the Connecticut River Estuary.



**NEC DEIS Comments - RECORD #270 DETAIL**

**Status :**

Actions completed

**Record Date :**

1/25/2016

**First Name :**

Mark

**Last Name :**

Rechter

**Stakeholder Comments/Issues :**

Proposed new high speed lines are suddenly being directed away from Providence. I think connecting the Hartford, Providence and Boston metro areas should be a prime directive for New England. Boston and Providence metro areas are all ready proven to be users of rail. Adding both Hartford, Storrs? and the Worcester areas is questionable as neither have supported rail service. But connecting the three largest New England metro areas on the same high speed line would be advantageous to the whole region.

**NEC DEIS Comments - RECORD #1545 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Beth  
**Last Name :** Records

**Stakeholder Comments/Issues :**

Alternative 1 does not take into consideration the town of Old Lyme and its needs. Please look at other choices that provide the opportunity for transit while preserving the shoreline towns of Connecticut with the least disruption.

**NEC DEIS Comments - RECORD #2372 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Karen

**Last Name :** Redlich

**Stakeholder Comments/Issues :**

I am opposed to Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. It seems like there are better solutions for the expansion. I like Alternatives 2 and 3 much better because they actually increase the options that people will have to reach other areas of NY, CT and RI. Right now, if you aren't trying to travel from or to an area near the i-95 corridor, it is very hard to get anywhere in CT via public transportation. Alternative # 1 would not only harm the beautiful Lyme Academy of Fine Arts Campus but would not expand the cities served by public transportation or Amtrak.

**NEC DEIS Comments - RECORD #2196 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Eunice

**Last Name :**

Reed

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

RUBY SEIGEL: Thank you very much.

I see Scott wants to speak again, but before Scott speaks again, is there anyone else who hasn't spoken yet who would like to come forward?

83

MARIE REED: I would.

RUBY SEIGEL: Sure. Come on up. Just make sure you give us your name and affiliation. And I'm going to ask that you sort of speak talking towards the FRA people and the stenographer.

MARIE REED: Good evening, everybody. Can you hear me. My name is Marie Reed. R-E-E-D. And I'm the president of Southbridge Civic Association, and I'm here in reference to the rail coming through my community in South Wilmington.

South Wilmington is an African-American historic community, and we are in the process of revitalization. Hopefully when you consider coming through our community, would you consider the residents?

We are in the process of having a wetland project, a multilane wetland project, this rail line will affect, and it's close to residents' homes. We are in a flood plain, a

84

historical flood plain, and that wetland project is going to take care of our flooding.

Where the train's going to be coming through, that's on the Harriet Tubman Byway, and that's part of our storm preservation. Our community is not in favor of this, and you'll be hearing from us.

So thank you.

RUBY SEIGEL: Thank you very much. Thank you very much.

Okay there, Erin? Got it? Ready?

Okay. Is there anyone else who would like to speak who hasn't had a chance to speak?

**NEC DEIS Comments - RECORD #1520 DETAIL**

**Status :** pending  
**Record Date :** 2/14/2016  
**First Name :** Matthew  
**Last Name :** Reed

**Stakeholder Comments/Issues :**

Upgrade existing corridor or build new within current established rights of way so there is no infringement on property owners who should not face eminent domain issues. Not to mention the I-95 corridor disaster you will cause!!!!

**NEC DEIS Comments - RECORD #1397 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Phyllis

**Last Name :**

Reeds

**Stakeholder Comments/Issues :**

I am opposed to Alternative 1

The next speaker is Bonnie Reemsnyder. You'll be able to correct it.

MS. REEMSNYDER: Actually you did a great job with the name. It's Reemsnyder. Thank you very much for allowing this comment time.

My name is Bonnie Reemsnyder. I'm First Selectwoman of the Town of Old Lyme. First, I want to applaud the NEC Future for looking at infrastructure and making sure that our rails are in good order, but I am here today to express my concern with and opposition to the Alternative 1 of the Draft EIS for the NEC plan to improve rail service.

First and foremost, this plan would decimate the heart of our community. The path of the railroad would completely change, according to this plan, cutting through the heart of our community. We are a small town with very little "central community" area and what we do have is extremely important to our history, economy, character and sense of community. This plan would impact our only commercial area which houses our grocery store, pharmacy and many small businesses.

Our village center, which is directly off of the commercial area, houses the Lyme Academy of Fine Arts, as well as the famous Florence Griswold Museum and the Lyme Art Association. All are sites of historic significance and the individual organizations have worked diligently to continue with their legacy and maintain the physical structures. It is beyond comprehension that these buildings would be considered of little importance as this project moves forward.

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

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

I am opposed to Alternative 1 of this plan and urge you to look at other, more reasonable solutions for reducing time travel through major cities. I thank you for your time.

HEARING OFFICER SIEGEL: Thank you very much.



**NEC DEIS Comments - RECORD #1922 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Brian

**Last Name :** Refici

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2447 DETAIL**

**Status :**

Review Complete

**Record Date :**

2/16/2016

**First Name :**

Nina

**Last Name :**

Regan

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal. I believe it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Please consider another alternative

**South Central Connecticut Regional Water Authority**  
90 Sargent Drive, New Haven, Connecticut 06511-5966 203.562.4020  
<http://www.rwater.com>

February 16, 2016

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

NEC Future ✓  
US Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

**RE: NEC Future Tier 1 Draft Environmental Impact Statement**

Dear Administrator Feinberg:

On behalf of the South Central Connecticut Regional Water Authority, thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

The South Central Connecticut Regional Water Authority is a non-profit public corporation and political subdivision of the State of Connecticut. We provide an average of 45 million gallons of drinking water a day to a population of almost 430,000 consumers in 15 south central Connecticut municipalities.

The DEIS presents three alternatives for consideration. Because the DEIS looks broadly over the entire system, no single alternative truly captures the essence of our community's core objectives, namely significantly-improved commuter travel time to New York City, together with improved travel times and more frequent service to Washington and Boston. In fact, one of the alternatives presented prescribes new alignments that could entirely bypass New Haven and some of the coastal corridor of Connecticut.

I call your attention to Alternative 3 that re-aligns much of the existing NEC. This alternative is, by far, the most costly of the alternatives at an estimated cost of \$267-\$308 billion dollars. I urge you to reject Alternative 3 which, in our opinion, will negatively impact the economics of New Haven and other urban centers. It also has the largest environmental impacts and highest costs of the three alternatives.

I encourage you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs.

In closing, let me again express strong support for the DEIS process and future improvements to the Northeast Corridor. I encourage you to issue a final EIS that recommends: (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route; (2) improved travel time and more frequent service to and from Washington and Boston on the coastal and Hartford-Springfield routes; and (3) a final decision that keeps urban areas, like New Haven, on the primary alignment.

Thank you for your time and attention to this matter.

Sincerely,

REGIONAL WATER AUTHORITY



Edward O. Norris, III, P.E.  
Vice President – Asset Management

EON:vc

cc Larry Bingaman

**NEC DEIS Comments - RECORD #1541 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Rosemary

**Last Name :** Reid

**Stakeholder Comments/Issues :**

I feel that plan Alternative 1 would have a TERRIBLE impact on the way of life in the small town of Old Lyme CT.

Going right through the historic section within less than a mile our our schools would totally change the character of our town with only saving a little time from DC to Boston. PLEASE reconsider

**NEC DEIS Comments - RECORD #2038 DETAIL**

**Status :** ~~Action Completed~~

**Record Date :** 2/15/2016

**First Name :** Ursula

**Last Name :** Reilly

**Stakeholder Comments/Issues :**

As an alumni of the University of New Haven and a citizen of Connecticut with all it's history, I oppose Alternative 1 of the New England Corridor futures proposal because it will destroy the campus of Lyme Academy College of the Fine Arts of the University of New Haven and endanger the federally protected areas of the CT River Estuary.

**NEC DEIS Comments - RECORD #2028 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Brandon

**Last Name :** Reim

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I'm sure there are other alternatives that can be considered, even if they cost a little more money. Running these train tracks through a campus will look awful and take away from what is currently a great college campus. I am STRONGLY opposed to Alternative 1.

**NEC DEIS Comments - RECORD #1862 DETAIL**

**Status :** pending  
**Record Date :** 2/15/2016  
**First Name :** Joann  
**Last Name :** Reis Lishing

**Stakeholder Comments/Issues :**

It's very difficult to comment on this plan because it is obviously ridiculous. One does not decide to destroy a whole historical area to run a train through it. Whoever put this plan together did not do his or her homework regarding the Old Lyme area. There is not one positive aspect to destroying the Old Lyme historical area. Please go back and research this plan a bit more and bring back a viable one. This plan should be removed from the drawing board immediately.

Regards,

Joann

Joann Reis, RN

[Redacted]  
[Redacted]

**NEC DEIS Comments - RECORD #145 DETAIL**

**Status :** Pending

**Record Date :** 1/12/2016

**First Name :** Brenda

**Last Name :** Reiss

**Stakeholder Comments/Issues :**

Having a reliable, clean and fast transportation alternative to driving or flying, both of which use and inordinate amount of fossil fuel, would be fantastic. I support this initiative whole heartedly.



**NEC DEIS Comments - RECORD #146 DETAIL**

**Status :** Pending

**Record Date :** 1/12/2016

**First Name :** Barry

**Last Name :** Reiss

**Stakeholder Comments/Issues :**

Efficient high speed rail and expanded local service key to growth and the economy. I am always surprised when i visit abroad to see almost every major city equipped with efficient rail and local electric trolley service even in the oldest cities while I suffer daily with the Long Island Railroad

**NEC DEIS Comments - RECORD #2766 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Cheryl

**Last Name :**

Remond

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2828 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Wayne

**Last Name :** Remond

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2082 DETAIL**

**Status :**

~~Action Completed~~

**Record Date :**

2/15/2016

**First Name :**

Tallmadge

**Last Name :**

Renault

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #825 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/11/2016

**First Name :** Lisa

**Last Name :** Reneson

**Stakeholder Comments/Issues :**

I am a resident of Lyme....and this Tier 1 railway proposal would virtually destroy the town of Old Lyme. It's inconceivable that the Tier 1 proposal is on the table. A 5,000ft wide rail road track that would knock down a historic area? Would the Italians knock down the coliseum to lessen traffic congestion, no. Would England tear down the London Bridge to make way for a new railroad? The historic properties in Old Lyme are equally important to our state and our nation. They can't be destroyed. Respectfully, Lisa Reneson

**NEC DEIS Comments - RECORD #3043 DETAIL**

**Status :**

Unread

**Record Date :**

2/16/2016

**First Name :**

Aron

**Last Name :**

Renkavinsky

**Stakeholder Comments/Issues :**

There was an article by WTNH regarding rail improvements in Connecticut. The article indicates that 200 year old structures would be destroyed to save 30 minutes on the Washington to Boston trip. It does not seem worthwhile to save a small percentage of travel time at the expense of rare artifacts of our heritage. I expect there are other less unique structures or woods along a nearby corridor that could be impacted instead.

**NEC DEIS Comments - RECORD #3040 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Aron

**Last Name :**

Renkavinsky

**Stakeholder Comments/Issues :**

I think that a rail tunnel under Long Island Sound of sufficient depth and being constructed primarily from the shore to minimize or eliminate environmental impact on The Sound would be an excellent addition to our transportation system. Long Island is practically inaccessible to me currently. For example, I live just 60 miles from Patchogue but it would take at least 2.5 hours to get there, the fastest route being by car.

**NEC DEIS Comments - RECORD #3038 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Aron

**Last Name :** Renkavinsky

**Stakeholder Comments/Issues :**

I think that a rail tunnel under Long Island Sound of sufficient depth and being constructed primarily from the shore to minimize or eliminate environmental impact on The Sound would be an excellent addition to our transportation system. Long Island is practically inaccessible to me currently. For example, I live just 60 miles from Patchogue but it would take at least 2.5 hours to get there, the fastest route being by car.



**NEC DEIS Comments - RECORD #1733 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Daniel

**Last Name :**

Renn

**Stakeholder Comments/Issues :**

I am writing to express concern regarding the environmental and social impacts that would be a potential outcome of the Alternative 2 & 3 plans. The relocation of track through sensitive salt water marsh areas is my primary concern.

20

At this point, the first speaker is Robert Reuter. If I have that right. Robert, you got your mike there?

ROBERT REUTER: Yes, I got a mike here.

RUBY SIEGEL: Okay.

ROBERT REUTER: Maybe I ought to just hold it.

RUBY SIEGEL: Yeah, there you go.

ROBERT REUTER: Yes. Hello. Okay.

Bob Reuter. And I'm a local resident here. I also worked on the Northeast corridor, the original project way back in some -- probably before all of you were born.

In any case, a lot of problems were diagnosed then and need to be solved now. Most of the work done seems to be very good.

I think an accommodation of Tier 3 and Tier 4, or phase, however you want to call it, is really what needs to be done. Bayview really is going to be essential ingredients to speeding up the Northeast corridor. Obviously -- I think

21

I died. -- somebody went RIP. I think I killed the battery.

RUBY SIEGEL: What about to the microphone?

ROBERT REUTER: I killed it. That microphone is about equivalent to the Northeast corridor. It's subject to failure at any second.

There are several other things that really need to be taken care of. A lot of realignment is not necessary I don't think.

Philadelphia and the crazy interlocking system there at Zoo tower and processing the northern part of Philadelphia, it originally went straight through, and they changed it back in the '30s when they put all the electric in. So going back to the way it was before.

Susquehanna River Bridge needs to be changed. I mean, that -- that thing is ready to fall down. The -- there are several other places where wider tracks -- certainly everybody

22

knows that there needs to be more tunnels under the Hudson River. And the -- north of New York City, there really needs to be a new right-of-way between the Hell Gate Bridge and New Haven.

Metro North is not a very friendly -- excuse me. It's not a very friendly location,

and they are slowing you guys down something terrible. Unless you can work something out with Metro North, I think you're going to have to get off their right-of-way.

North of New Haven, the movable bridges are the biggest problem. They are restricting the number of trains that can be operated. Also, the great crossing into Connecticut, they need to be eliminated. These are all relatively minor things, but not cheap.

Obviously, there needs to be a connection between North and South station so the trains can run straight through from Portland to Richmond and extend to the Northeast

23

corridor to cover the entire Northeast. This is basically stuff that you already know. I'm not telling you anything new.

One thing that would be nice is your -- if we could get your strip maps and -- actually, you have them out there on the table. They're nice, but try reading them on a computer screen. They're next to impossible. So that would be nice to have if we could get those in print. I understand all the documentation. We can read that on the computer screen, but reading maps is next to impossible on a computer screen.

Number one, fix the MPV tunnel, get away from it, give it to the MARC railroad. Fix the Susquehanna River Bridge. Fix the rest of your movable bridges. A new entrance into New York and a nice secondary level.

Thank you.

RUBY SIEGEL: Thank you. Thank you very much.

ROBERT REUTER: Welcome.

Robert, did you want to make another statement?

ROBERT REUTER: Yes. Just one short, quick statement.

RUBY SIEGEL: Just introduce yourself.

ROBERT REUTER: Bob Reuter, local. One short, quick, important statement that I overlooked. It is critical, it is critical, that the Northeast corridor remain an integral part of the Amtrak nationwide system. It cannot be separated out and become, as some people suggest, its own separate railroad. It must remain part of the nationwide system. Thank

65

you.

RUBY SIEGEL: Thank you. Okay. Is there anybody else who would like to make a statement? Okay. So seeing no hands, I will close this portion of the public hearing. We still do have a court stenographer in the other room if you want to use that. I'd like to thank everyone for being here. Remind you that the comment period ends on January 30th. Encourage you to submit your comments in writing via email, info@necfuture -- no. Sorry. Comments -- comments? Is it an S or no S? Comment@necfuture.com or via the website at www.necfuture.com. Thank you for your interest, and at this point I'm going to close the public hearing. Thank you.

(Whereupon, hearing concluded at 6:40 p.m.)

---



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

NEC Future  
US Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

February 10, 2016

RE: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

I am writing on behalf of REX Development concerning the NEC Future Tier 1 Draft Environmental Impact Statement. As a promoter of economic expansion and retention, I am deeply concerned about FRA's intent to analyze future route alignments which bypass Union Station in New Haven.

Future rail service must contribute to the nation's economic competitiveness and New Haven plays an important role in the nation's economic recovery. The City's population grew 5% in the last US Census and the jobs base grew 2% in just the past year. The significance of the center city – where Union Station is located – is equally important as approximately 60% of the region's available jobs are also located in the center city. New Haven features one of the hottest rental residential markets in the country and our major institutions, Yale University and Yale-New Haven Hospital, are global innovators that are succeeding in part because of their location in the very heart of the City and at the very center of Connecticut's passenger rail network.

REX Development is a public/private partnership promoting economic development in South Central Connecticut. Funded by the towns of the South Central Regional Council of Governments and private sector partners, REX promotes programs and policies aimed at making the region more competitive in the global economy. REX also coordinates the development and implementation of the Comprehensive Economic Development Strategies.

In no uncertain terms, intercity and commuter rail are essential to the economic development of our region. The highways are heavily congested; there are no major airports in the region; and there is an urgent need to upgrade the existing rail infrastructure. The system must be viewed in its entirety and I urge you to work with the State of Connecticut and the Metropolitan Transportation Authority to upgrade the existing Northeast Corridor in Connecticut and introduce any and all new service on this shoreline route. In other words, do not analyze an inland route, which would bypass three of Connecticut's major economic centers - Stamford, Bridgeport and New Haven. Moving people in and out of New Haven on state-of-the-art rail systems is too important for us and for the many other businesses that are growing in this region. Instead, I urge you to invest the nation's infrastructure resources in a manner that supports the economic future of southern Connecticut.

Very truly yours,

Ginny Kozlowski  
Executive Director  
REX Development  
545 Long Wharf Drive, 4<sup>th</sup> Floor  
New Haven, CT 06511  
203-821-3682

545 Long Wharf Drive, 4<sup>th</sup> Floor, New Haven, CT 06511  
T 203 821 3682 F 203 821 3683 [www.rexdevelopment.org](http://www.rexdevelopment.org)

BETHANY BRANFORD EAST HAVEN GUILFORD HAMDEN MADISON MERIDEN MILFORD  
NEW HAVEN NORTH BRANFORD NORTH HAVEN ORANGE WALLINGFORD WEST HAVEN WOODBRIDGE

ONE REGION. 15 TOWNS. UNLIMITED POTENTIAL.

**NEC DEIS Comments - RECORD #1690 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Hayden

**Last Name :**

Reynolds

**Stakeholder Comments/Issues :**

I am against "alternate 1", it will be very disruptive in the town of Old Lyme and directly impact the character of what the center of our town. Old Lyme was known as an art colony and the Lyme Art Association and Florence Griswold Museum are a huge part of our history and should not be disturbed.

**NEC DEIS Comments - RECORD #1152 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/13/2016

**First Name :** Lester

**Last Name :** Reynolds

**Stakeholder Comments/Issues :**

Old Lyme does not need the proposed changes in NEC

**NEC DEIS Comments - RECORD #2588 DETAIL**

**Status :**

**REDACTED**

**Record Date :**

2/16/2016

**First Name :**

Thomas

**Last Name :**

Reynolds

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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



**NEC DEIS Comments - RECORD #2531 DETAIL**

**Status :**

Action Complete

**Record Date :**

2/16/2016

**First Name :**

Glenn

**Last Name :**

Rhian

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the North East Corridor Futures Proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven where my daughter is presently a sophomore.



State of Rhode Island and Providence Plantations

State House  
Providence, Rhode Island 02903-1196  
401-222-2080

Gina M. Raimondo  
Governor

February 16, 2016

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

Dear Ms. Reyes-Alicea:


Please accept the following comments on the Northeast Corridor Rail Line Tier 1 Draft Environmental Impact Statement (T1-DEIS) on behalf of the State of Rhode Island. Overall, the state is highly supportive of the Federal Railroad Administration's (FRA) alternatives to grow and transform the Northeast Corridor (NEC). The action alternatives presented would improve the region's global competitiveness, with significant positive impacts on the Northeast's economy, transportation system, and quality of life.

Increasing the speed and frequency of rail service between Boston and Providence is a key priority of the State of Rhode Island, as is improving connectivity to New York and the southern portion of the NEC. An important precondition to that is improving the safety, performance, and reliability of existing rail service on the NEC and bringing the corridor to a state-of-good-repair. Alternative 1 would be the minimum necessary for the NEC to meet these goals. Alternatives 2 and 3 propose significant improvements to rail in the Northeast, including a new connection to Hartford and a high-speed second spine to the NEC.

We believe strongly that the greatest positive regional impact would come from alignments that continue to serve Rhode Island and include Providence as a major hub. A frequent, fast rail connection from Boston to New York, through Providence and Hartford would build upon the region's existing strengths by serving the metropolitan areas where the densest concentrations of populations and jobs already exist and positioning these areas for further economic growth. As a result, Rhode Island would oppose any high speed alternative that does not include Providence.

Attached are additional technical comments on the T1-DEIS prepared by the Rhode Island Commerce Corporation, Rhode Island Department of Administration, Rhode Island Department of Environmental Management, and Rhode Island Department of Transportation.

Sincerely,

  
Gina M. Raimondo  
Governor

Enclosure



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

TEL (401) 222-2678

FAX (401) 222-2968

TTY / Relay 711

Website [www.preservation.ri.gov](http://www.preservation.ri.gov)

23 December 2015

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

Re: NEC Future  
Tier 1 Draft Environmental Impact Statement & Revised Draft Programmatic Agreement

Dear Ms. Reyes-Alicea:

The staff of the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) have reviewed the *Tier 1 Draft Environmental Impact Statement* (DEIS) and the *Revised Draft Programmatic Agreement* (PA) including the *Rhode Island-Specific Appendix* to the PA. We understand that the ongoing process for this project divides it into tiers, with Tier 1 as the “NEC Future Investment Program” consisting of the preparation of an environmental impact statement (EIS) and Tier 2 as future improvements (potentially including construction of new alignments) along the Northeast Corridor (NEC).

At this juncture, the locations and scopes of future construction projects along the NEC have not been determined. In addition to work along the existing NEC segment in Rhode Island, additional routes through the state are being evaluated in the EIS. These routes have been presented to the RIHPHC only in maps at a macro scale, so the RIHPHC is not aware of the true location of potential new construction.

The RIHPHC has not identified any changes that need to be made to the main body of the DEIS.

Our only comment on the main body of the revised draft programmatic agreement is that the WHEREAS clause on lines 77 to 84 states that “FRA has taken steps during the Tier 1 process to... assess potential effects on historic properties.” This appears to be an overstatement – the only potential effects to historic properties that are mentioned in the DEIS are very general statements about potential effects to National Historic Landmarks. DEIS page 7.9-4 justifies the lack of assessment of effects as it states:

The information available in this Tier 1 process allows for the identification of potential effects on known historic properties, but the assessment of effects at Tier 1 is constrained by (1) the limitations of existing records, which do not comprehensively identify all historic properties that may be eligible for listing in the NRHP; and (2) the level of detail known about the Action Alternatives, which are developed only at a conceptual level during Tier 1.

In *Appendix E: Tier I Consulting Parties List*, the RIHPHC is listed as a consulting party. The RIHPHC agreed to be a signatory in a letter dated 8 January 2015 (copy attached).

In *Appendix N: Section 106 Consultation for Tier 2 Undertakings in Rhode Island*, we have the following comments:

- Line 6: “State” should be inserted between “Island” and “Historic”;
- Line 36: delete “Rhode Island Historical Preservation and Heritage Commission (RIHPHC)”, as this is the RISHPO referred to in line 32; and
- Line 74: there are other tribes listed in the DEIS page 7.9-8 which should also appear in this list.

These comments are provided in accordance with the *Procedures for the Registration and Protection of Historic Properties of the Rhode Island Historical Preservation Commission* and with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Glenn R. Modica, Senior Project Review Coordinator of this office.

Very truly yours,



FOR Edward F. Sanderson  
Executive Director  
State Historic Preservation Officer

enclosure

- C: John Brown, Narragansett Indian Tribe  
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)  
Ramona Peters, Mashpee Wampanoag Tribe  
Brona Simon, State Historic Preservation Officer, Commonwealth of Massachusetts  
Benny Bergantino, R.I. Statewide Planning, by email

NEC Future Letter  
CC List

John Brown  
NITHPO  
Narragansett Indian Longhouse  
4425-A South County Trail  
Charlestown, RI 02813

Bettina Washington  
Tribal Historic Preservation Office  
20 Black Brook Road  
Aquinnah, MA 02535

Ramona Peters  
Mashpee Wampanoag Tribal Community & Government Center  
483 Great Neck Road South  
Mashpee, MA 02649

Brona Simon  
State Historic Preservation Officer  
Executive Director and State Archaeologist  
Massachusetts Historical Commission  
220 Morrissey Boulevard  
Boston, Massachusetts 02125

*Esterle -  
I HAVE THE INFO?  
Glen*

*Extra  
address  
copy*

## MEMORANDUM

---

TO: Rebecca Reyes-Alicea, US DOT Federal Rail Administration

FROM: State of Rhode Island Statewide Planning Program

DATE: February 16, 2016

RE: Northeast Corridor Rail Line Tier 1 Draft Environmental Impact Statement

---

### Introduction

This document contains additional technical comments from the State of Rhode Island on the Northeast Corridor Rail Line Tier 1 Draft Environmental Impact Statement (T1-DEIS). Generally, the state is highly supportive of the alternatives described in the T1-DEIS and the Federal Rail Administration's (FRA) efforts to bring the Northeast Corridor (NEC) into a state-of-good-repair and build world-class rail infrastructure. Rhode Island recognizes that all options are contingent on funding. With this caveat noted, the progressive investment approach represented by Alternatives 1, 2 and 3 would each provide higher levels of economic return, not only to the region, but to the nation as a whole. The state believes that there are aspects and projects among Alternatives 1, 2 and 3 that would provide a framework for continued investment in the NEC, while at the same time allowing the FRA and regional stakeholders to take a step back and fully evaluate future options and alignments beyond what is included in this T1-DEIS.

### Alternatives

#### No Action Alternative

The No Action Alternative, as defined in the T1-DEIS, is not an acceptable alternative for the Northeast Corridor and would ultimately lead to the deterioration of services on the corridor despite funding levels higher than today's levels. This alternative would severely affect travel demands in the already-congested Northeast, increase the number of over-crowded trains, and lead to less reliable service.

#### Alternative 1

Alternative 1 would be the minimum necessary for the NEC to continue to support the transportation needs of the region and bring the corridor to a complete, safe, and secure state-of-good-repair. The chokepoint relief, improved performance, increased capacity, more frequent service, and increased resiliency that Alternative 1 would provide are all critically needed if rail is to meaningfully contribute to economic growth and quality of life for the region.

#### Alternative 2

Alternative 2 proposes significant improvements to rail in the Northeast, and especially New England, through a new connection to Hartford that has the potential to change regional travelling patterns by

providing a more direct connection for travel from Hartford to Providence to Boston. The alternative would enhance service along the existing NEC and eliminate key choke-points on the corridor allowing for an expansion of inter-city and regional rail service.

### Alternative 3

Alternatives 3.1 and 3.2 could have a transformative effect on the region by tying portions of Connecticut, including Hartford, more closely economically and socially to Providence and the rest of the Northeast. Both alternatives propose the construction of an entirely new, high-speed second spine to the NEC and better intercity rail connections throughout the region. Under these alternatives, the region would receive the best rail service of any of the alternatives in the T1-DEIS – hundreds of trains a day at hub stations, intercity service at T.F. Green Airport, and travels times between Boston, Providence, Hartford, and New York that would make daily commuting among the cities a feasible option.

### **Economic Impacts**

Economically, Alternatives 2 and 3 would greatly strengthen the connections between New York City, Hartford, Providence, and Boston while also creating a resilient, inland alternative to both the existing NEC and Interstate Route 95. Economic growth depends on connectivity and access to labor markets that create economies of scale or agglomeration effects within the region, and any of the action alternatives would drive economic growth for the region.

Any new future alignment through Rhode Island would likely provide the greatest impetus for using rail to promote a world class, globally competitive regional economy, while at the same time creating the most impact. A frequent, fast rail connection from Boston to New York, through Providence and Hartford would build upon the region's existing strengths by serving the metropolitan areas where the densest concentrations of populations and jobs already exist and positioning these areas for further economic growth. For example, approximately 406,000 and 202,000 people live and work respectively within five miles of Providence Station. Thousands of workers in Rhode Island and Massachusetts already depend on train service at Providence Station to commute to and from work each day and travel to business markets along the NEC. Providence is the second busiest Amtrak station between Boston and New York, fifteenth busiest among 510 Amtrak stations nationally, and it is the third highest ridership station in the Massachusetts Bay Transportation Authority's (MBTA) commuter rail system. The same economic benefits that would accrue to people in the Providence metropolitan area would also accrue to the residents of Boston, Hartford, and New York with increased economic opportunities for millions of people.

Conversely, any new alignment that bypasses Rhode Island and Providence, would result in a lower potential number of people served than a Hartford - Providence connection and thereby is presumed to provide fewer economic benefits. Only 221,500 people live within 5 miles of Worcester Station and only 116,500 work within 5 miles. As a result, Rhode Island would oppose any high speed alternative that does not include Providence.

## **Environmental Impacts**

The construction of new rail lines and associated infrastructure would inevitably impact the surrounding environment. The state recognizes that this is a Tier 1 EIS and detailed analyses of the environmental impacts of potential projects are not available. However, from information provided in the T1-DEIS it appears that the relative impact of Alternatives 1, 2, 3.1, and 3.2 on Rhode Island's farmlands, forestlands, and parklands would be roughly equivalent between each alternative. The impact to *total* wetlands differs by as much as 465 acres between Alternative 1 and Alternative 3.2 but we were unable to ascertain how many acres would be in Rhode Island.

As the FRA proceeds through the NEC Futures process, Rhode Island asks that the agency be cognizant of the fact that any of the alternatives that require new rail segments or alignments that cross drinking water resource areas, recreational resource areas, agricultural resource areas, and/or sensitive habitat areas will require further analysis and planning to minimize, or preferably avoid, significant impacts to the resource.

## **Demographic Forecasts**

Rhode Island is concerned that the demographic forecasts used to estimate future ridership on the NEC underestimate the population and employment of the Providence metropolitan area. It is our understanding that the T1-DEIS defines the Providence metropolitan area as counties in Rhode Island only, a definition which ignores the social and economic interconnectedness of Providence and southeastern Massachusetts. The US Census's Providence-Warwick Metropolitan Statistical Area (MSA), which encompasses not only most of Rhode Island but also Bristol County in Massachusetts, including the cities of Fall River and New Bedford, is a more accurate representation of the Providence metropolitan area. If the MSA definition is used, the region's population and employment are significantly higher than the data shown in Tables 25 and 26 of the Ridership Analysis Technical Memorandum. The Census 2014 projection for population in the MSA is 1,609,000 and the Bureau of Labor Statistics' 2014 projection of employment is 649,000. The state recommends that the T1-DEIS be revised to include a definition of the Providence metropolitan area that matches the Census MSA.

## **Stations and Hubs**

### Providence Station

Providence should be listed as a "Major Hub" not a "Local Hub" (Alternative 1, Table 7-1-10). Intercity ridership at Providence Station rose by 31% from 2006 to 2012 and continues to grow, as the Providence Amtrak station is currently the 15th busiest station in the country and the third busiest station in New England. Providence Station is also the third busiest MBTA station in the MBTA commuter rail network, second only to South Station and Back Bay Station in Boston.



**T.F. Green Airport**

T.F. Green Airport is the only airport along the Northeast Corridor with direct connectivity to the NEC rail line, and it should be discussed further in Section 5 as a hub airport, and specifically be included in Table 5-6. The following presents enplanement data for inclusion in Table 5-6:

<b>Airports</b>	<b>2006</b>	<b>2012</b>	<b>2040 Projection</b>	<b>Percentage Growth 2006- 2012</b>	<b>Percentage Growth 2012- 2040</b>
T.F. Green (PVD)	2,607,160	1,830,602	2,666,663 <sup>1,2</sup>	-29.8%	45.7%
1. Source: FAA Terminal Area Forecast, January 2015 2. 2040 projected data does not take into consideration the airport's demonstrated ability to provide international air service and the extension of its primary runway, scheduled to be completed in December 2017.					

**Transportation Infrastructure**

**New Providence Station**

Alternatives 3.1 and 3.2 include a new Providence high-speed rail station, but the document does not make clear whether it will be an expansion of the existing station, a separate structure near the current station, or in another location entirely. More specificity is needed to better evaluate these alternatives.

**Johnston, RI to East Providence, RI Tunnel**

Alternatives 2, 3.1, and 3.2 propose a tunnel from I-295 in Johnston, RI, under the City of Providence, to East Providence, a distance of approximately 8 – 9 miles through the most densely populated area of the state. Additional information on the tunnel and the nature of any potential impacts from the tunnel and its construction would be helpful in evaluating these alternatives.

**Old Saybrook, CT – Kenyon, RI New Segment**

The state sees the benefit to trip time savings with a new segment between Old Saybrook, CT and Kenyon, RI and the need to avoid several moveable bridges in Eastern Connecticut, but more information is required on environmental and property impacts, particularly in Westerly and Charlestown. In addition, we would like to understand how this new track segment affects service on the existing NEC right of way and Westerly Station.

**East Greenwich – Warwick, RI New Track**

Under Alternative 1, new track is proposed along the existing NEC between East Greenwich and Warwick, RI. We would like to know if this will be a passing segment for high speed rail or to be also used by slower passenger and freight trains.

## **Financing and Implementation**

### Finance Plan

To best make informed comments and a decision on a Preferred Alternative, the state requests more information on an investment plan to finance this multibillion dollar endeavor. Full Federal financing will be challenging, and even if there is an unlikely 90/10 Federal/state funding split, the ability for each state to fund the match would be extremely challenging as we struggle to finance our entire transportation system. A reasonable funding plan needs to be included that bridges today's NEC Five Year Capital Plan to 2040 with achievable resources and federal funding levels.

### Phasing and Implementation

The T1-DEIS describes a Universal First Phase to include improvements that address the NEC's most pressing capacity and state-of-good-repair challenges regardless of the Preferred Alternative selected. Rhode Island sees the value of this approach, but it would like additional detail on how the FRA will develop phasing plans both in the Tier 1 Final EIS and in the Service Development Plan to be prepared following completion of the Tier 1 document. The state would also find helpful information on the anticipated approach to be taken in the development of the Tier 2 EIS.

## **Other Issues**

### Freight

The T1-DEIS addresses the economic impacts of the alternatives at a high-level, but it does not analyze in detail the impacts on freight, a key element of economic activity in the Northeast. The state would like to see the impacts of each alternative on freight movements along the NEC analyzed and discussed in a separate section. In Rhode Island, freight and passenger rail must share the NEC on several congested segments that connect the Quonset Business Park/Port of Davisville, the Port of Providence, and Class I railroads on the national rail network; it seems that the proposed alternatives would ease existing congestion and speed freight movements, but nowhere is that stated clearly with supporting data. A qualitative and quantitative analysis of the alternatives' impacts on freight would strengthen the T1-DEIS.

### Data Organization and Consistency

The T1-DEIS provides data on trip-making, ridership, frequencies, and travel times for each of the alternatives, but it does so in a way that prevents easy comparison among the options presented. For example, the T1-DEIS includes a number of tables that list the number of daily trains at stations along the NEC. Some of the tables show data for each alternative and sub-alternative, but others show only an average across the four Alternative 3 options. Similarly, at some points in the document, data on trains and frequencies include both inter-city and regional rail, and at others they include only inter-city rail traffic. Consistency in data presentation and organization across the entire document would be enormously helpful as the Rhode Island seeks to understand and analyze the impacts of each alternative. Rhode Island could see vastly different service and impacts depending on the alternative chosen; the state needs to know specifically what service and connectivity the state's rail stations will have under each of the alternatives.

## **Conclusion**

Rail is a vital part of the transportation infrastructure of the Northeast. Since the low point of the 1970s, rail passenger service has stabilized due to federal and state actions, and investments have led to improved service along the NEC. While these improvements have yet to reach a truly satisfactory level, a continuing series of investments to achieve a state-of-good-repair on the existing NEC in order to maintain economic growth should be paramount in this process. However, the state recognizes that a well-designed and well-maintained rail system can serve as a stimulus for more robust economic growth by providing access to jobs within and between metropolitan areas and commercial centers and by offering development potential near train station areas. By including significant new rail segments, Alternatives 2, 3.1, and 3.2 can provide a level of service that not only offers excellent service to riders familiar with the current NEC but with increased resiliency, service frequency, service types, and improved travel times can provide opportunities for commuters between areas not currently or adequately served. Of particular value would be the connection between Hartford, CT and Providence, RI which is currently connected by Route 6, a two-lane highway. A proposed interstate highway connecting the two cities was rejected in the 1990s due to environmental concerns.

As noted previously, the Northeast Corridor Rail Line Tier 1 Draft Environmental Impact Statement does not include sufficient detail on several matters to allow for a full evaluation of the impacts of the various alternatives and does not allow the State of Rhode Island to endorse a preferred alternative at this time. We hope the final EIS or the future Tier 2 EIS will include additional information on these issues.

**NEC DEIS Comments - RECORD #590 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/8/2016

**First Name :**

James

**Last Name :**

Rhodes

**Stakeholder Comments/Issues :**

I've grown up in Lyme my entire life. One of the staple reasons that Lyme was populated and traveled to was for its reputation as the most scenic and beautiful places in the northeast, this was reflected as it started and grew as a place where artists could flourish.

The plan to put a railway through both Lyme and Old Lyme completely negates the things that these towns are praised for and are a detriment to the place I know and love. This railway will ruin a town that can and has been giving so much more to people than just quicker transportation, it can't be built.

**NEC DEIS Comments - RECORD #1044 DETAIL**

**Status :**

**Revision Complete**

**Record Date :**

2/12/2016

**First Name :**

David

**Last Name :**

Rhum

**Stakeholder Comments/Issues :**

A high speed rail line between DC and Boston is a good idea. The new track through central Connecticut via Hartford is the way to go. Do you have construction time and cost estimates on line now?

**NEC DEIS Comments - RECORD #3031 DETAIL****Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Jeff

**Last Name :**

Rice

**Stakeholder Comments/Issues :**

Increasing train ridership is key to the growth of the northeast and mid-Atlantic, not expanding and improving rail service is not a viable option. Expanding regional train service in heavily populated areas such as Long Island, Worcester and Hartford is needed and will be beneficial to growth. All investments into the rail need to anticipate future needs and key growth areas. Project plan specifics need to be transparent to each community and the environment they could potentially affect, keeping the public well-informed at all times.

**NEC DEIS Comments - RECORD #941 DETAIL**

**Status :**

**Action Complete**

**Record Date :**

2/11/2016

**First Name :**

Kimberly

**Last Name :**

Rice

**Stakeholder Comments/Issues :**

I strongly object to your plan to build a new bridge over the Connecticut river and and tracks into Old Lyme, Connecticut. You will be destroying our beautiful and historic town. Please reconsider this terrible plan. Thank you.

**NEC DEIS Comments - RECORD #1283 DETAIL**

**Status :** Pending

**Record Date :** 2/14/2016

**First Name :** Ann

**Last Name :** Rich

**Stakeholder Comments/Issues :**

Although I have not seen the full plans, I am horrified at the news I am reading in local papers and social media about Alternative 1 Rail Investment Plan! There has got to be another option than essentially wiping out a historic town and Artist colony with many lovely tourist attractions.

I recently moved to Lyme from Chicago to care for my aging parents. While I keep hearing that many people want to move out of the state, I am a blissful new resident who welcomed the opportunity to move here. A major part of the appeal is downtown Old Lyme with the Florence Griswold Museum, The Old Lyme Inn, the Bee and Thistle and the Art schools. It would be horrible to lose such treasures in the "name of progress." It would also mean a major loss of tourism dollars to the state. I understand the need to find ways to enhance the transportation options - Route 95 is a mess, in our area especially, and I'm all for lessening the number of cars on the road. But to wipe out an entire historic district is just wrong wrong wrong!!! Come up with another alternatives!



**NEC DEIS Comments - RECORD #1129 DETAIL**

**Status :** Pending

**Record Date :** 2/12/2016

**First Name :** Beth

**Last Name :** Richard

**Stakeholder Comments/Issues :**

This is a waste of federal funds. Did you learn nothing from the Acela train nonsense? People don't train in the USA , because there is no way to get around After you get off the train. This isn't Europe, where the trains are government owned and run... And rail stations are bus, subway and taxi stations as well. Trains are the same cost as flying, and far too time consuming to use.

Digging up scenic shoreline areas to make more useless track will not endear people to ride Amtrack, either. The service is poor annoying to use, and expensive.... So we DRIVE, instead.

**NEC DEIS Comments - RECORD #2815 DETAIL**

**Status :**

Comment Complete

**Record Date :**

2/16/2016

**First Name :**

Jean

**Last Name :**

Richards

**Stakeholder Comments/Issues :**

I oppose Alternative 1.

**NEC DEIS Comments - RECORD #1617 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Derek  
**Last Name :** Richardson

**Stakeholder Comments/Issues :**

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

Dear Ms. Braegelmann,

By way of this email I am expressing my opposition to any plan to develop national wildlife refuge land, as I understand is currently being considered in order to establish a new rail line that could impact Patuxent Research Refuge. Specifically, this is in regards to "Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA, Alternate 3".

As a resident of neighboring Prince Georges county, and a regular visitor to the refuge, I place high value on these areas that were set aside by federal law for protecting the natural wild spaces of our country. I urge you to find an alternative to this particular transportation plan.

Thank you for your time and concern.

Sincerely,

(signed)

Prof. Derek C. Richardson  
Laurel, MD

**NEC DEIS Comments - RECORD #1461 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Lynn

**Last Name :**

Richardson

**Stakeholder Comments/Issues :**

I am strongly opposed to the proposed Amtrak route which would go through the middle of Old Lyme. This is a beautifully historic town and should be historically preserved.

**NEC DEIS Comments - RECORD #1749 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Sarah  
**Last Name :** Richardson

**Stakeholder Comments/Issues :**

I am a regular user of Amtrak who commutes between Old Saybrook, Connecticut, and Boston South Station, every week. I received a notice that one of the alternatives that you are looking at would involve some new track through Old Lyme, CT. Clearly this is a beautiful, quiet, rural historic town and any such development would need to be highly sensitive to their needs. However, we badly need to improve efficiency and reliability of the line - not just for the sake of time-saving, but to make a resilient commuter rail system that serves the whole Northeast and gets more people out of their cars and into public transportation. So, please address Lyme's concerns, but please also underscore the importance of not succumbing to NIMBYism and of maintaining perspective on these larger goals. My final comment is that if the transformative larger high speed rail plans are funded, those of us along the Shoreline must not be left high and dry. The route along the Connecticut shoreline through Providence to Boston is an economic lifeblood around here. I hope that regular and convenient service on these lines will remain a priority.

**NEC DEIS Comments - RECORD #1671 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Thomas  
**Last Name :** Richardson  
**Stakeholder Comments/Issues :**

I oppose ALT One

**NEC DEIS Comments - RECORD #448 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/31/2016

**First Name :** Winifred

**Last Name :** Richman

**Stakeholder Comments/Issues :**

I am excited about alternative 3, transforming rail service, reliability, speed, and enhanced connections.

I travel often between Baltimore and NYC, usually by bus. My husband and I both prefer train, but it is not reliable and costs a lot more. Train prices need to be more in line with the bus rather than the plane. In bad weather the highways are clear while the train is still delayed.

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. Do you envision a bridge across the L I Sound from Ronkonkoma?

A lot of issues, but I think this country needs the best rail service possible.

## NEC DEIS Comments - RECORD #571 DETAIL

**Status :** ██████████  
**Record Date :** 2/6/2016  
**First Name :** Clint  
**Last Name :** Richmond3 Greenough Circle

### Stakeholder Comments/Issues :

I am a frequent rail traveller mostly on the NEC from Boston to Richmond. I attended one of the NEC Future presentations in Boston. I fully support improving and expanding the NEC regional system. All proposed route options between Boston and New York are acceptable, but I believe that a new route has so many benefits that make it an inevitable choice. These benefits include:

- 1) Allowing construction without affecting existing service.
- 2) Redundancy and resiliency from storms or other disasters that might affect the coastal Shore Line route. There are some environmental reasons to avoid the coast as well such as disruption of wetlands.
- 3) A new route will create new destination pairs. This is especially important for the economic development of older mid-sized cities that have limited transportation options and in some case are economic justice communities. Even without population growth, we have a growing elderly population that will need more train access and service.

Some not all routes have this final important benefit:

- 4) Better integration with existing intercity rail routes.

Therefore I would argue for some form of Option 3 via Worcester and Hartford and New Haven. In particular, Worcester is the second largest city in New England (and should be a higher priority than say Danbury, Waterbury, or White Plains). Hartford is also important as a capital city. I would still prefer that Option 3 include Springfield since it connects with the Vermonter and would allow reasonable travel northward from Boston to Vermont (Vermont service). Springfield may be a slightly longer route to NYC, but if the trains are faster than present it should not make an appreciable difference in travel time. This route leverages the investment in New Haven–Springfield Line, which is already owned by Amtrak. Furthermore, there is basically no service today between Worcester and Springfield. Worcester (and Springfield) connect with NY's Empire (and Ethan Allen) service and continue west with the Lake Shore Limited and Maple Leaf. With NY's investment in Empire service this route seems highly complementary.

UConn is a new destination and so is not currently part of any existing passenger rail network. I think that UConn, a state university, should be handled as a commuter/regional rail spur to its capital, Hartford. Connecting UConn to Providence is a desirable project, but should not be part of the proposed NEC Future mainline.

Providence already has excellent service so equity also argues for a route via Worcester at least. Boston-Worcester is also an existing, publicly owned segment.

Continuing south from Hartford, a LI route does not leverage the existing Amtrak network. White Plains is not part of the network either. So perhaps it would be less expensive and easier to connect initially to New Haven and devote more funds to other parts of the NEC.



**NEC DEIS Comments - RECORD #2927 DETAIL**

**Status :** Pending

**Record Date :** 2/16/2016

**First Name :** Cecilie

**Last Name :** Rickard

**Stakeholder Comments/Issues :**

Rail tunnel into Milford is a very, very terrible idea. Milford residents and boaters in this area must have the opportunity to have input on any plan.

**NEC DEIS Comments - RECORD #441 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/31/2016

**First Name :**

Jonathan

**Last Name :**

Rickard

**Stakeholder Comments/Issues :**

The proposed line crossing through the village of Old Lyme near the point where I-95 crosses concerns me because of the proximity to the Florence Griswold Museum, the Lyme Art Assn., and the Lyme Academy campus, dividing them. The present line crossing south of the village is both established and away from the historic village.

I am interested in mass transit history and public policy, particularly in the 1950s and 1960s. I am a member of the Danbury Railway Museum, the National Association of Railroad Passengers, and All Aboard.

## ON LINE NOTIFICATION

Would you please add my name to your free sign up to get Email alerts, publications and newsletters.

It is: rickerby\_arthur\_b@[REDACTED]

Thank you for your help in this matter.

Sincerely yours,

  
Arthur B. Rickerby, Jr.

I am interested in mass transit history and public policy, particularly in the 1950s and 1960s. I am a member of the Danbury Railway Museum, the National Association of Railroad Passengers, and All Aboard.

## ON LINE NOTIFICATION

Would you please add my name to your free sign up to get Email alerts, publications and newsletters.

It is: rickerby\_arthur\_b@[REDACTED]

Thank you for your help in this matter.

Sincerely yours,

  
Arthur B. Rickerby, Jr.

**NEC DEIS Comments - RECORD #1180 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Sandra

**Last Name :**

Rickey

**Stakeholder Comments/Issues :**

I wish that a path without impact on Connecticut's historical districts would be made. Too many areas of historical districts, coastal and waterways have already been disregarded when plans for financial gain for a few are deemed important. Please find a different path. Little middleclass appears to be the least important when making these progressive plans. Who was interviewed about the destruction of our cities and even little towns before this horrible plan was agreed on? Do we live in a country of the big and powerful just do whatever they want to anyone. Bet it wouldn't be going through their beautiful yards and playgrounds.

**NEC DEIS Comments - RECORD #1112 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/12/2016  
**First Name :** Ellen  
**Last Name :** Ridel

**Stakeholder Comments/Issues :**

The people of towns like Old Lyme need to be heard before any changes can be implemented.

**NEC DEIS Comments - RECORD #1050 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/12/2016

**First Name :** William

**Last Name :** Ridgway

**Stakeholder Comments/Issues :**

The initial plan for alternative 1 has at least two problems crossing the Connecticut River. First the plan goes right thru the historic heart of the Town of Old Lyme and either the renowned Florence Griswold Museum and/or the Lyme Art Academy depending upon where it crosses route 95. This makes no sense and ignores cultural guidelines. Second, the bridge crosses the river diagonally, which unnecessarily increases its cost and length plus complicating boat traffic.

A better route is shown below. It avoids heavily built up areas, has minimal curvature, and crosses the river paralleling the existing bridge. [It is interesting to note that the present bridge appears to have piers that supported a 4 track mainline in the past and with some creative engineering might be reutilized.] Also, this route can probably be engineered with easier grades and less cut & fill.

I hope that you will revisit this section of the Alternative 1 plan.

Bill Ridgway

bill@[REDACTED] <mailto:bill@[REDACTED]>

[REDACTED]

**NEC DEIS Comments - RECORD #653 DETAIL**

**Status :**

Review Complete

**Record Date :**

2/9/2016

**First Name :**

Wendy

**Last Name :**

Rieder

**Stakeholder Comments/Issues :**

As a resident of the neighborhood for more than 35 years, a member of the Florence Griswold Museum and the First Congregational Church of OL, and a participant of activities at the Lyme Academy and Art Association, I cannot believe that this pristine, treasured area would be violated by a major railroad through way. The idea is appalling and a travesty for this beautiful, historic community, and I strongly oppose it.



**NEC DEIS Comments - RECORD #1206 DETAIL**

**Status :** Pending

**Record Date :** 2/13/2016

**First Name :** Michael

**Last Name :** Riggio

**Stakeholder Comments/Issues :**

Alternative 1 which calls for a new rail to be run through the historic town of Old Lyme would be a mistake. We would lose something we would never be able to recapture. The tranquility of one of Connecticut's most beautiful towns. The people of Old Lyme will never allow it.



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

TEL (401) 222-2678

FAX (401) 222-2968

TTY / Relay 711

Website [www.preservation.ri.gov](http://www.preservation.ri.gov)

23 July 2015

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

Re: NEC Future  
Revised Draft Programmatic Agreement

Dear Ms. Reyes-Alicea:

The staff of the Rhode Island Historical Preservation and Heritage Commission have reviewed the *Revised Draft Programmatic Agreement (PA)* and *Rhode Island-Specific Appendix (Appendix)* to the PA. We understand that the ongoing process for this project divides it into tiers, with Tier 1 as the “NEC Future Investment Program” consisting of the preparation of an environmental impact statement (EIS) and Tier 2 as future improvements (potentially including construction of new alignments) along the Northeast Corridor (NEC).

At this juncture, the locations and scopes of future construction projects along the NEC have not been determined. In addition to work along the existing NEC segment in Rhode Island, additional routes through the state are being evaluated in the EIS. These routes have been presented to the RIHPHC only in maps at a macro scale, so the RIHPHC is not aware of the true location of potential new construction.

The RIHPHC has not identified any changes that need to be made to the main body of the revised draft programmatic agreement. In *Appendix N: Section 106 Consultation for Tier 2 Undertakings in Rhode Island*, we have the following comments:

- Line 50: “Gloucester” should be corrected to “Glocester”
- Line 52 should read “Hopkinton Historic District Commission”
- Line 54, “New Shoreham Historic District Commission”: delete. New Shoreham is the town that makes up Block Island, approximately 13 miles off the coast of mainland Rhode Island. The NEC Future project will have no impacts in New Shoreham.
- Line 56 should read “North Providence Historic District Commission”
- Line 57 should read “North Smithfield Historic District Commission”
- Line 58 should read “Pawtucket Office of Planning and Redevelopment”
- Line 83 should read “forms and/or other”...

To: Rebecca Reyes-Alicea  
Re: NEC Future  
Revised Draft Programmatic Agreement

2

23 July 2015

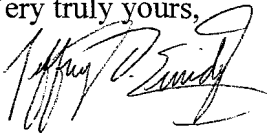
- Line 97: Final reports should be sent in both hard copy and electronic format (pdf or similar depending on the generally accepted format of the day). Draft reports should be sent in hard copy and editable electronic format (Microsoft Word or similar).

Section IV of Appendix N should include the following language:

“Archaeological investigation of project areas within Rhode Island shall be conducted under the *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC, June 2015). Should burial sites or human remains be encountered within Rhode Island, these Standards and Guidelines describe the procedures and protocols to be followed.”

These comments are provided in accordance with the *Procedures for the Registration and Protection of Historic Properties of the Rhode Island Historical Preservation Commission* and with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Jeffrey Emidy, Project Review Coordinator of this office.

Very truly yours,



FOR Edward F. Sanderson  
Executive Director  
State Historic Preservation Officer



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

TEL (401) 222-2678 FAX (401) 222-2968

TTY / Relay 711 Website [www.preservation.ri.gov](http://www.preservation.ri.gov)

23 December 2015

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

Re: NEC Future  
Tier 1 Draft Environmental Impact Statement & Revised Draft Programmatic Agreement

Dear Ms. Reyes-Alicea:

The staff of the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) have reviewed the *Tier 1 Draft Environmental Impact Statement (DEIS)* and the *Revised Draft Programmatic Agreement (PA)* including the *Rhode Island-Specific Appendix* to the PA. We understand that the ongoing process for this project divides it into tiers, with Tier 1 as the “NEC Future Investment Program” consisting of the preparation of an environmental impact statement (EIS) and Tier 2 as future improvements (potentially including construction of new alignments) along the Northeast Corridor (NEC).

At this juncture, the locations and scopes of future construction projects along the NEC have not been determined. In addition to work along the existing NEC segment in Rhode Island, additional routes through the state are being evaluated in the EIS. These routes have been presented to the RIHPHC only in maps at a macro scale, so the RIHPHC is not aware of the true location of potential new construction.

The RIHPHC has not identified any changes that need to be made to the main body of the DEIS.

Our only comment on the main body of the revised draft programmatic agreement is that the WHEREAS clause on lines 77 to 84 states that “FRA has taken steps during the Tier 1 process to... assess potential effects on historic properties.” This appears to be an overstatement – the only potential effects to historic properties that are mentioned in the DEIS are very general statements about potential effects to National Historic Landmarks. DEIS page 7.9-4 justifies the lack of assessment of effects as it states:

The information available in this Tier 1 process allows for the identification of potential effects on known historic properties, but the assessment of effects at Tier 1 is constrained by (1) the limitations of existing records, which do not comprehensively identify all historic properties that may be eligible for listing in the NRHP; and (2) the level of detail known about the Action Alternatives, which are developed only at a conceptual level during Tier 1.

In *Appendix E: Tier I Consulting Parties List*, the RIHPHC is listed as a consulting party. The RIHPHC agreed to be a signatory in a letter dated 8 January 2015 (copy attached).

To: Rebecca Reyes-Alicea  
Re: NEC Future  
Revised Draft EIS and Draft PA

2

23 December 2015

In *Appendix N: Section 106 Consultation for Tier 2 Undertakings in Rhode Island*, we have the following comments:

- Line 6: “State” should be inserted between “Island” and “Historic”;
- Line 36: delete “Rhode Island Historical Preservation and Heritage Commission (RIHPHC)”, as this is the RISHPO referred to in line 32; and
- Line 74: there are other tribes listed in the DEIS page 7.9-8 which should also appear in this list.

These comments are provided in accordance with the *Procedures for the Registration and Protection of Historic Properties of the Rhode Island Historical Preservation Commission* and with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Glenn R. Modica, Senior Project Review Coordinator of this office.

Very truly yours,



*FR* Edward F. Sanderson  
Executive Director  
State Historic Preservation Officer

enclosure

C: John Brown, Narragansett Indian Tribe  
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)  
Ramona Peters, Mashpee Wampanoag Tribe  
Brona Simon, State Historic Preservation Officer, Commonwealth of Massachusetts  
Benny Bergantino, R.I. Statewide Planning, by email

NEC Future Letter  
CC List

John Brown  
NITHPO  
Narragansett Indian Longhouse  
4425-A South County Trail  
Charlestown, RI 02813

Bettina Washington  
Tribal Historic Preservation Office  
20 Black Brook Road  
Aquinnah, MA 02535

Ramona Peters  
Mashpee Wampanoag Tribal Community & Government Center  
483 Great Neck Road South  
Mashpee, MA 02649

Brona Simon  
State Historic Preservation Officer  
Executive Director and State Archaeologist  
Massachusetts Historical Commission  
220 Morrissey Boulevard  
Boston, Massachusetts 02125

*Esterle -  
I HAVE THE INQUIRY.  
Glen*

*Extra  
address  
copy*



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

TEL (401) 222-2678

FAX (401) 222-2968

TTY / Relay 711

Website [www.preservation.ri.gov](http://www.preservation.ri.gov)

23 December 2015

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

Re: NEC Future  
Tier 1 Draft Environmental Impact Statement & Revised Draft Programmatic Agreement

Dear Ms. Reyes-Alicea:

The staff of the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) have reviewed the *Tier 1 Draft Environmental Impact Statement (DEIS)* and the *Revised Draft Programmatic Agreement (PA)* including the *Rhode Island-Specific Appendix* to the PA. We understand that the ongoing process for this project divides it into tiers, with Tier 1 as the “NEC Future Investment Program” consisting of the preparation of an environmental impact statement (EIS) and Tier 2 as future improvements (potentially including construction of new alignments) along the Northeast Corridor (NEC).

At this juncture, the locations and scopes of future construction projects along the NEC have not been determined. In addition to work along the existing NEC segment in Rhode Island, additional routes through the state are being evaluated in the EIS. These routes have been presented to the RIHPHC only in maps at a macro scale, so the RIHPHC is not aware of the true location of potential new construction.

The RIHPHC has not identified any changes that need to be made to the main body of the DEIS.

Our only comment on the main body of the revised draft programmatic agreement is that the WHEREAS clause on lines 77 to 84 states that “FRA has taken steps during the Tier 1 process to... assess potential effects on historic properties.” This appears to be an overstatement – the only potential effects to historic properties that are mentioned in the DEIS are very general statements about potential effects to National Historic Landmarks. DEIS page 7.9-4 justifies the lack of assessment of effects as it states:

The information available in this Tier 1 process allows for the identification of potential effects on known historic properties, but the assessment of effects at Tier 1 is constrained by (1) the limitations of existing records, which do not comprehensively identify all historic properties that may be eligible for listing in the NRHP; and (2) the level of detail known about the Action Alternatives, which are developed only at a conceptual level during Tier 1.

In *Appendix E: Tier I Consulting Parties List*, the RIHPHC is listed as a consulting party. The RIHPHC agreed to be a signatory in a letter dated 8 January 2015 (copy attached).

To: Rebecca Reyes-Alicea  
Re: NEC Future  
Revised Draft EIS and Draft PA

2

23 December 2015

In *Appendix N: Section 106 Consultation for Tier 2 Undertakings in Rhode Island*, we have the following comments:

- Line 6: “State” should be inserted between “Island” and “Historic”;
- Line 36: delete “Rhode Island Historical Preservation and Heritage Commission (RIHPHC)”, as this is the RISHPO referred to in line 32; and
- Line 74: there are other tribes listed in the DEIS page 7.9-8 which should also appear in this list.

These comments are provided in accordance with the *Procedures for the Registration and Protection of Historic Properties of the Rhode Island Historical Preservation Commission* and with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Glenn R. Modica, Senior Project Review Coordinator of this office.

Very truly yours,



*FR* Edward F. Sanderson  
Executive Director  
State Historic Preservation Officer

enclosure

C: John Brown, Narragansett Indian Tribe  
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)  
Ramona Peters, Mashpee Wampanoag Tribe  
Brona Simon, State Historic Preservation Officer, Commonwealth of Massachusetts  
Benny Bergantino, R.I. Statewide Planning, by email



**NEC DEIS Comments - RECORD #1811 DETAIL**

**Status :** ██████████  
**Record Date :** 2/15/2016  
**First Name :** Corrin  
**Last Name :** Riley  
**Stakeholder Comments/Issues :**

If there are alternatives that would save federally protected land, and any historical value, then it should be taken.

**NEC DEIS Comments - RECORD #2305 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/15/2016

**First Name :**

Christopher

**Last Name :**

Ringquist

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1270 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Paco

**Last Name :**

Rodriguez

**Stakeholder Comments/Issues :**

I support the sustainable and much redevelopment of the railroad network. But I do not wish to see historic communities, such as Old Lyme, CT, destroyed in the process. I believe that we can find a way to balance all the demands of a new network whilst preserving our cherished history.

**NEC DEIS Comments - RECORD #2963 DETAIL**

**Status :**

**[REDACTED]**

**Record Date :**

2/16/2016

**First Name :**

Dennis

**Last Name :**

Riordan

**Stakeholder Comments/Issues :**

The proposed routes through Connecticut for the proposed NEC rail system would do much harm to sensitive areas of great environmental significance.

In fact, the routes appear to have been designed with NO thought as to their impact on their surroundings.

There must be a more rigorous survey of the environmental impacts of the routes proposed for Connecticut's portion of the NEC upgrades.

As of now, Menunkatuck Audubon Society opposes the rail expansion.

**NEC DEIS Comments - RECORD #234 DETAIL**

**Status :** Action Complete  
**Record Date :** 1/22/2016  
**First Name :** Marie  
**Last Name :** DiToro  
**Stakeholder Comments/Issues :**

Please find attached comments from the Rhode Island Public Transit Authority. This email is our "online" submission.

Thank you,

Marie DiToro  
Executive Office  
Rhode Island Public Transit Authority  
705 Elmwood Ave  
Providence, RI 02907  
401-784-9500 ext 171  
401-784-9513 Fax  
mditoro@ripta.com

**Attachments :** NEC 1-22-16.pdf (63 kb)



\*\* A copy of these comments will be submitted online to reduce data entry needs

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

Dear Ms. Rebecca Reyes-Alicea,

Thank you for involving our agency in the public review process for NEC FUTURE. The Rhode Island Public Transit Authority (RIPTA) is the statewide public transit provider for Rhode Island. As a stakeholder agency, we remain strongly supportive of the NEC FUTURE project. Increased rail capacity within the Northeast Corridor is crucial to the future development of our state, our region and our nation.

We have reviewed the three Action Alternatives and No-Action Alternative presented in the Tier 1 EIS from our perspective as the public transit authority of Rhode Island. Though each alternative has strengths and weaknesses, we could be supportive of any of the three Action Alternatives. We would not support a no-action alternative due to the strong demonstrated need for additional corridor capacity. Rhode Island sees increased Commuter Rail service within the state as key to our public transit future, which is not possible with existing track infrastructure.

Action Alternative One leaves significant sections of the Northeast Corridor in Rhode Island without additional track. We appreciate that additional train slots can be created without a contiguous additional track across the entire state, but we are also aware that this approach may constrain the number of trains which can be added. For this reason we would be concerned about the utility of Alternative One.

We are concerned that some route options under Alternative Three would build a new high speed route between Hartford and Boston which bypasses Rhode Island entirely. We would not support a routing alternative which bypasses Providence.

Action Alternative Two and those routing alternatives of Action Alternative Three which pass through Providence are most appealing to RIPTA as they will create an entirely separate second spine for high speed trains through the state while simultaneously freeing up significant capacity on the current Northeast Corridor for commuter rail service.

RIPTA recognizes that all of these alternatives may create community disruptions during construction. While RIPTA would like to see these disruptions minimized as much as possible, we stand ready to work with the FRA or responsible agencies to help minimize disruption through the use of our agency's resources.

Sincerely,

Mayor Scott Avedisian  
RIPTA Chairman of the Board of Directors

Raymond Studley  
RIPTA Chief Executive Officer

**NEC DEIS Comments - RECORD #2402 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/15/2016

**First Name :**

Shannon

**Last Name :**

Rivera

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2997 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Sam

**Last Name :** Gold

**Stakeholder Comments/Issues :**

Attached is the Lower Connecticut River Valley Council of Governments' comments on the FRA's draft NEC Future Tier 1 EIS.

Please contact me if there are any questions.

Sam

Samuel S. Gold, AICP  
Executive Director

RiverCOG  
145 Old Dennison Road  
Essex, CT 06426  
860-581-8554  
rivercog.org<<http://www.rivercog.org/>>





145 Dennison Road  
Essex, CT 06426  
860/581-8554 FAX: 860/581-8543  
[www.rivercog.org](http://www.rivercog.org)

Chester, Clinton, Cromwell,  
Deep River, Durham, East Haddam,  
East Hampton, Essex, Haddam,  
Killingworth, Lyme, Middlefield,  
Middletown, Old Lyme,  
Old Saybrook, Portland, Westbrook

February 16, 2016

Ms. Sarah E. Feinberg, Administrator  
Federal Railroad Administration  
1200 New Jersey Ave SE  
Washington, DC 20590

Re: Comments on the NEC Future Tier 1 Draft Environmental Impact Statement

Dear Ms. Feinberg:

At its January 27, 2016 meeting the Lower Connecticut River Valley Council of Governments (River COG) and Metropolitan Planning Organization (MPO) voted unanimously to oppose Alternative 1, as proposed in the draft NEC Future Tier 1 Environmental Impact Statement. In particular, the chief elected officials of the River COG's seventeen member municipalities, comprising all of Middlesex County and the towns of Lyme and Old Lyme in Connecticut, object to the proposed new rail bridge over the Connecticut River between Old Saybrook and Old Lyme and the new bypass rail line from Old Lyme to Kenyon, Rhode Island recommended in Alternative 1. River COG only became aware of the proposal upon the release of the draft EIS late last year. River COG is disappointed that the Federal Railroad Administration did not directly contact affected municipalities in Connecticut or conduct a public hearing within closer vicinity of the proposed new bypass track, such as in New London.

Listed below are some of the comments and concerns that the River COG has with the NEC Future Tier 1 Draft EIS:

- **Upgrade and Maintain the Existing North East Corridor First**

The North East Corridor (NEC) is not in a state of good repair. Many of the most needed improvements are in Connecticut, where movable bridges such as the existing bridge over the Connecticut River has speed limits and operational difficulties that restrict NEC capacity and marine traffic. Investment in a parallel high-speed track, when funding for the maintenance of the existing NEC has not been adequate, could lead to continued under investment in the maintenance of the existing NEC and service to existing stations.

A project to rebuild the Connecticut River Railroad Bridge is progressing. Could this project be re-scoped to include accommodations for future high-speed rail? This solution would lessen the impact of high speed rail in the towns that host line and significantly save construction costs over building a new bridge over the Connecticut River.

- **Environmental Justice**

The high-speed rail service envisioned in Alternative 1 would not stop in Middlesex County and service to New Haven and New London will probably be infrequent. Express trains may not stop in Connecticut at all. Old Saybrook and Old Lyme are being asked to bear significant environmental, cultural, and commercial impacts for a national high-speed rail infrastructure that will not benefit them.

The proposed new rail bridge and line from Old Saybrook, CT to Kenyon, RI would have significant impacts to the towns of Old Saybrook and Old Lyme, who are members of River COG. The new railroad corridor would decimate Old Lyme's federally designated historic district, famous art academy, and only commercial area.

Old Saybrook, which is in Middlesex County, would be seriously impacted by a new railroad bridge. The draft EIS does not list Middlesex County as being significantly impacted by the EIS alternatives. Depending on the type and height of the bridge constructed, the bridge could significantly impact all sorts of marine traffic originating or heading north of the proposed bridge location, in other parts of Middlesex, New London, and Hartford Counties.

If a non-movable bridge is constructed, long elevated approaches will be necessary for a high-speed train to cross a bridge as tall as the existing Baldwin I-95 bridge. At a one percent grade, the approaches could be as long as 8,000 feet on either side. The elevated approaches will have significant impacts on both Old Saybrook and Old Lyme.

- **Unique Connecticut River Estuary**

The Connecticut River and its estuary is a place of unique environmental significance. The Connecticut River is the only major East coast river that does not have a city or majority industry at its mouth. This is due to the sandbars located there, impeding navigation of larger ships. Because of this, the Connecticut River Estuary, was left largely undeveloped. The significance of this place to birds migration, aquatic wildlife spawning, flood and storm surge mitigation cannot be overstated. The importance of this place has been recognized by a number of state, federal, and international designations:

- The Nature Conservancy lists the Connecticut River Estuary as one of the "40 Last Great Places in the Western Hemisphere."
- The International Ramsar Convention on wetlands designates the Connecticut River Estuary as a "Wetlands of International Significance."
- The EPA designated the Connecticut River and its Estuary a National Fish and Wildlife Refuge, which is administered by the US Fish and Wildlife Service.
- President Clinton designated the Connecticut River as an "American Heritage River", one of only 15 in the country and the only river designated as such in New England.
- The U.S. Department of the Interior designated the Connecticut River as the nation's first and only National Blueway.

- The Connecticut General Assembly passed special legislation to create the Connecticut River Gateway Commission, housed at River COG, to regulate land uses along the river to preserve scenic viewsheds from the River.

River COG questions the use of the numerous designations, intended to protect this special place, when they seem to have been overlooked in this environmental impact statement process? The same can be said for Old Lyme's historic district.

Given the short notice and the seemingly inadequate review of the impacts that a new railroad bridge and line would have in Old Saybrook and Old Lyme, River COG respectfully requests that the FRA remove the new Connecticut River bridge and new rail through Old Lyme from its NEC Future Tier 1 EIS Alternative 1, and pursue the other proposed recommendations separately.

Sincerely,



Samuel S. Gold, AICP  
Executive Director

**NEC DEIS Comments - RECORD #1286 DETAIL**

**Status :**

Pending

**Record Date :**

2/14/2016

**First Name :**

Patricia

**Last Name :**

Rivers

**Stakeholder Comments/Issues :**

Destroy an historic New England town to save a few minutes for commuters who never look out the window?  
That train ride along the shore to Boston is an opportunity to view our beautiful coast, like the Connecticut River, "one of the last great places".  
Add a dome car, and make it a tourist attraction.

**NEC DEIS Comments - RECORD #1827 DETAIL**

**Status :**

**[REDACTED]**

**Record Date :**

2/15/2016

**First Name :**

Yevgeniya

**Last Name :**

Rivers

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #248 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/23/2016

**First Name :**

Erica

**Last Name :**

Robb

**Stakeholder Comments/Issues :**

I live in Old Lyme, not 1000 yards from the railroad track as it passes by the golf course. I think that "moving" the track to a new bridge and running it along I-95 is an insult to all who live here. I am not aware of any issues with flooding on this section of track certainly in the time I have lived here, and I don't recall it ever happening when I was a kid growing up here. NO. And you should really include towns in the conversation if you think you have a good plan. This sneaking around pretty much says that you know it's a bad idea.

**NEC DEIS Comments - RECORD #498 DETAIL**

**Status :**

[REDACTED]

**Record Date :** 2/2/2016

**First Name :** John

**Last Name :** Robbins

**Stakeholder Comments/Issues :**

Updating the rails, stations, trains and track lands would be a wonderful natural & necessary step reinvigorating the national rail system...

**NEC DEIS Comments - RECORD #1111 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/12/2016

**First Name :**

Sheldon

**Last Name :**

Robbins

**Stakeholder Comments/Issues :**

I understand that the proposed alternative path for the new railway will be through the historic center of Old Lyme. This is unacceptable.



**NEC DEIS Comments - RECORD #1156 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Bill

**Last Name :**

Roberts

**Stakeholder Comments/Issues :**

I'd just heard about some of the developing network enhancement ideas related to Southeastern Connecticut from Rep. Joe Courtney. Like him (and you folks, obviously!), I'm a big supporter of rail -- my wife rides the Shoreline East to New Haven and MetroNorth to Norwalk daily -- but it's imperative that the towns potentially affected have the opportunity to be fully briefed and comment before studies get too far along.

I'm sure that is something in your plans, but sooner rather than later is probably a good idea.

Thanks for listening!

**NEC DEIS Comments - RECORD #1362 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

carl

**Last Name :**

roberts

**Stakeholder Comments/Issues :**

I don't think our government would ever approve even making this a high speed corridor. However, the existing infrastructure should be upgraded where needed to keep it safe and reliable. The new Niantic bridge is an example

**NEC DEIS Comments - RECORD #2680 DETAIL**

**Status :** Action Complete

**Record Date :** 2/16/2016

**First Name :** Kelly

**Last Name :** Roberts

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #973 DETAIL**

**Status :** Action Complete

**Record Date :** 2/11/2016

**First Name :** Susan

**Last Name :** Roberts

**Stakeholder Comments/Issues :**

This is a total farce. Amtrak is bankrupt, the natural scenery has already been destroyed with the electrification debacle and now you want to destroy the rest of our little town. And for what purpose ??? There is not enough to be gained to make any of us give you a thumbs up! This is a shameful act.

**NEC DEIS Comments - RECORD #1370 DETAIL**

**Status :** ██████████  
**Record Date :** 2/14/2016  
**First Name :** Robert  
**Last Name :** Robillard  
**Stakeholder Comments/Issues :**

Please find another solution than running the line through historic Old Lyme, CT. Please.

The next speaker is Martin Robins.

MR. ROBINS: Good evening, everyone. I'm here representing Edison Properties, which is a significant property owner and parking lot manager in the metropolitan region. And also I am here as a trustee of the Raritan Valley Rail Coalition, which represents the interests of the riders on the Raritan Valley Line. I want to address my remarks to New Jersey specific matters.

Personally I favor the direction of NEC Future, but I'm not here to talk about that. What I want to do is commend the study for two specific New Jersey decisions that were made in the study. One was to designate Secaucus Junction as a hub station. And the second one is to designate as a choke point relief measure the Hunter Flyover, which is the reconfiguration of the connection between the Raritan Valley rail line and the Northeast Corridor.

The point -- the reason that I'm mentioning these, they're included in all the alternatives other than the no action alternative, which I think we all agree is exactly what we do not want to do is the no action alternative. But my point is, is that as the study was underway, many things have happened. Gateway has become more solid in its thinking and its projections. Superstorm Sandy intervened and created havoc in our tunnels. And we now know that, according to the latest reports that I have received, the Gateway project, including Penn Station South, wouldn't be finished until 2030 or 2031. That is, when you think about it, that is fourteen to fifteen years from now. And that means it's half of a lifetime, adult lifetime for numbers of people.

And what I would hope that we can somehow do and pay attention to over the next year is to take all this body of work and convert that into some early victories. And the early victories would be really giving the Secaucus Junction a meaningful designation as a hub station and introducing Amtrak stops at that location. Edison Properties has made a large investment already in a park-ride at that facility, which has been extremely successful. And it's obvious that that investment could be expanded. And it would fit in beautifully with the expansion of service by Amtrak at Secaucus. The reason that it's such a good place is that it's not only that it's served by a parking lot, but it also served -- is connected to both Hoboken and the Bergen County line, the Pascack Valley Line and the Main Line. So you've got three major rail lines passing by there. And it would add, not insignificantly, to Amtrak ridership in the future.

The other choke -- the other thing I'd like to see as an early victory is the implementation of the Hunter Flyover. I understand that Amtrak and New Jersey Transit have completed their engineering on that project, they're agreed upon a concept. And it would be -- it would make a remarkable difference to both Amtrak and New Jersey Transit if in fact a flyover were created there instead of an at-grade tortuous crossing of many -- at many different interlockings between the point where the Raritan Valley intersects the Northeast Corridor to where it actually enters into Newark Penn Station. A flyover would greatly speed that process and reduce the interferences with Amtrak and other services.

So there are two things that are in every one of your alternatives. They're obviously that you've identified them as very necessary things. And what I would hope is that somehow you can find a way to accelerate their implementation so that we don't have to wait until 2030 or 2031.

Thank you very much.

THE MODERATOR: Thank you, Martin. Thank you.

***Eleanor Robinson***

February 10, 2016  
NEC FUTURE  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

To Whom It May Concern:

As a resident of the Town of Old Lyme, and the Co-Chair of the Roger Tory Peterson Estuary Center Board of Directors of the Connecticut Audubon Society, I am writing to express my concerns and opposition to Alternative 1 of the draft EIS Tier 1 NEC FUTURE proposal.

I moved here with my husband and family from Cleveland, Ohio for graduate school and employment, and because of the significant natural beauty, and cultural history of this particular town and the region. Its proximity to institutions of higher learning, including Yale University, Connecticut College and Wesleyan University further enrich the town with stimulating intellectual resources including a menagerie of worldly, sophisticated and fascinating people who are discerning about their choice of residence. All of us who have chosen Old Lyme for its natural beauty, antiquity, culture and academic and academic opportunities, have sought out this town for its way of life. The NEC FUTURE Tier 1 proposal would decimate our town and our estuary, as we know it.

Since moving here, I have served as the Co-chair of Connecticut Audubon Society Roger Tory Peterson Estuary Center. The naming of the environmental center was inspired by Old Lyme resident, Roger Tory Peterson who chose to live in this town, due to its natural beauty and its perch on the banks of such an exceptional estuary ecosystem. Peterson is considered by many to be the "father of conservation in the United States", and earned countless national and international environmental awards as a field guide illustrator, author, educator, lecturer and conservation advocate.

*Summary Table S-4* correctly identifies our county and town for high potential ecological resource impact from NEC Future Alternative 1. The installation of a massive bridge structure with its long approaches will seriously impact the Town of Old Lyme and its greatest natural resource, the Connecticut River Estuary (CRE). Such large scale, human-induced, habitat disturbance and destruction will jeopardize the ecological sustainability of this nationally and internationally recognized estuarine ecosystem. It will also impact the Lieutenant River, the nine towns of the Lower Connecticut River Valley, and the sensitive hydrological dynamics of Long Island Sound.



The Connecticut River is the longest and largest river system in New England. This 400-mile long river and its expansive watershed, contribute 70% of the fresh water that drains into Long Island Sound. The proposed bridge infrastructure will directly impact this meeting of the waters. The CRE is a highly sensitive and critically important estuarine ecosystem, where the salt water of Long Island Sound meets the fresh water emptying out of the Connecticut River watershed.

In the decades preceding 2016, it has been repeatedly documented and widely acknowledged that disturbing tidal wetlands is not acceptable and is simply not conceivable from an ecological, environmental, economic and sociological perspective. Layers of regulation now prohibit the purposeful destruction of coral reefs in tropical waters. Activists mount global campaigns to protect rain forests. The New England equivalent to these internationally recognized ecosystems is the salt marsh, tidal wetland, or estuary ecosystem. Consequently, state and federal governments regulate against purposely disturbing estuaries and tidal wetlands throughout the nation and in New England. From the standpoint of biodiversity, coastal resiliency, carbon sequestration, ecological productivity, and economic viability, estuaries are off limits for habitat disturbance.

Researchers from Woods Hole Oceanographic Institute to Boston College, to Wesleyan to UMASS/ Boston to UCONN have secured multimillion dollar grants for the long term study and investigation of the productive and highly valued waters and wetlands of the CRE. Ornithologists have documented the importance of the CRE as a critical stopover place for migratory species as well as an important nesting habitat for breeding birds, including robust populations of Osprey and Bald Eagles. The annual congregation of 100s of thousands of migratory Tree Swallows to the CRE, is an ecological phenomenon of global significance attracting media, scientists and people from across the nation. Scores of shoreline and estuary bird species rely on the CRE for cover, breeding and foraging habitat. Several species of special concern nest here including the Piping Plover, the Sharp-tailed sparrow and the Seaside sparrow, as well as many elusive rail species, and wading and shore bird species.

The emerging importance of salt marsh ecosystems as highly functioning carbon sinks and buffers for sea level rise essential for coastal resiliency, can not be understated. Tidal marshes are extremely productive habitats that remove significant amounts of carbon from the atmosphere, large amounts of which are stored in marsh plants and soils. Not only do tidal marshes help protect uplands from storm events, but they continue to take carbon from the atmosphere as sea levels rise. The significant input of mineral sediments from the vast CT River watershed builds up marsh soil and helps to keep pace with sea-level rise. The biomass of phytoplankton, submerged aquatic vegetation, and above and below ground salt marsh plant life, combines to sequester significant amounts of atmospheric carbon that offset the harmful effects of climate change. Local, state and federal governments agencies, academic institutions and nonprofits are uniting to actively communicate the complexities of climate change, coastal resiliency and carbon sequestration. Protecting the CRE is of highest priority in this effort to safeguard

watershed residents, maintain the sustainability of the ecosystem and reduce the contributing factors of climate change.

National and international recognition of the Connecticut River Estuary (CRE):

- The Connecticut River Estuary is the least disturbed, major river delta in the United States without a port at the river mouth.
- The **Ramsar Convention** designated the CRE a "*Wetland of International Importance*". The CRE is one of only 34 U.S. sites among 2,000 designated. This Convention on Wetlands of International Importance is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources.
- **Nature Conservancy** included the Connecticut River tidelands on its list of the Western Hemisphere's 40 "*Last Great Places*."
- **US Fish & Wildlife Service** designated the Connecticut River as the first and only designated *National Blueway River* in the United States.
- **American Heritage Rivers Protection Program** designated the Connecticut River as an American Heritage River authorized by President Clinton in 1997. The initiative was intended to deliver federal resources more efficiently and effectively in support of community efforts to protect rivers or river segments.

The town, the nation and the world recognizes the unique ecological value and the fragility of Old Lyme's estuary location. Universally, this bioregion is heralded for its conservation and economic value, its scenic beauty and the resources that have been dedicated to its protection in perpetuity.

Purposely destroying America's natural and cultural heritage safeguarded for centuries here in Old Lyme, would be a travesty for our town and our country.

Sincerely,  
Eleanor Robinson  
Co-Chair



Roger Tory Peterson Estuary Center of the Connecticut Audubon Society  
860-460-9668

---

**NEC DEIS Comments - RECORD #761 DETAIL**

**Status :** Action Completed  
**Record Date :** 2/10/2016  
**First Name :** Joyce C.  
**Last Name :** Robinson  
**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,  
Joyce C. Robinson

**NEC DEIS Comments - RECORD #1098 DETAIL****Status :**

[REDACTED]

**Record Date :**

2/12/2016

**First Name :**

John

**Last Name :**

Robinson

**Stakeholder Comments/Issues :**

I strongly support updating and improving rail service anywhere in the USA, and especially in the northeast corridor. A modern high-speed rail network will help alleviate traffic problems and improve air quality. However, community input into these projects is an absolute requirement. I am disappointed that this was not one of the first considerations. Any improvements to the rail system must be done in a way that does not sacrifice the character and composition of local communities. Cutting through towns that are home to numerous cultural landmarks and National Register of Historic Place Buildings, is wrong. Progress must not destroy our past.

**NEC DEIS Comments - RECORD #2014 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/15/2016

**First Name :**

The Rev Cn Mark K J

**Last Name :**

Robinson

**Stakeholder Comments/Issues :**

Please DO NOT develop alt plan 1 as it would destroy the Connecticut river estuary surrounding Old Saybrook and Old Lyme, and the remarkable community of Old Lyme with the Lyme Art Academy being destroyed.

**NEC DEIS Comments - RECORD #394 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/30/2016

**First Name :** Jesse

**Last Name :** Roche

**Stakeholder Comments/Issues :**

This would disrupt the ecology of 2 rivers and a lot of protective wetlands. This project would also cut through an historic district in town. We as residence abide by strict zoning regulations in the historic district. So out of towners should also abide. I am opposed to any construction in Old Lyme other than the replacement of existing track where they currently lay.

**NEC DEIS Comments - RECORD #1148 DETAIL**

**Status :**

Pending

**Record Date :**

2/13/2016

**First Name :**

Michael

**Last Name :**

Roche

**Stakeholder Comments/Issues :**

I support improvements for the northeast rail corridor but not with the propose damage it would cause to our community of Old Lyme, Ct. Please work on another alternate or ungrade existing rail lines to save our historic districts, open space, wetlands and the heart of our town from this upheaval.

**NEC DEIS Comments - RECORD #1972 DETAIL**

**Status :**

**PENDING**

**Record Date :**

2/15/2016

**First Name :**

Cynthia and Philip

**Last Name :**

Rockwell

**Stakeholder Comments/Issues :**

We oppose the plan (Alternative 1) to build railroad tracks that will run through University of New Haven's Lyme Academy College of Fine Arts property in Old Lyme, CT. This will do irreparable damage to that campus.



**NEC DEIS Comments - RECORD #1149 DETAIL**

**Status :** Pending  
**Record Date :** 2/13/2016  
**First Name :** Beckett  
**Last Name :** Rodgers  
**Stakeholder Comments/Issues :**

I do not agree with the plan to connect Old Lyme, Ct. into the north east railway system. It would destroy the town.

**NEC DEIS Comments - RECORD #407 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/30/2016

**First Name :**

Michele

**Last Name :**

Rollins

**Stakeholder Comments/Issues :**

This plan will destroy the town of Old Lyme Connecticut. It is completely unacceptable. I do NOT support the plan to destroy a town.

**NEC DEIS Comments - RECORD #171 DETAIL**

**Status :** ██████████  
**Record Date :** 1/13/2016  
**First Name :** Maureen  
**Last Name :** Allegue  
**Stakeholder Comments/Issues :**

Attached please find a letter from Edward P. Romaine, Supervisor of the Town of Brookhaven. The Supervisor's schedule did not permit him to attend the hearing. He would like to thank you for the opportunity to submit the attached comments.

Sincerely,

Maureen Allegue, Admin. Asst.  
Town of Brookhaven  
Office of the Supervisor  
One Independence Hill  
Farmingville, NY 11738  
Phone (631)451-2425  
mallegue@brookhaven.org

**Attachments :** DOC011316.pdf (105 kb)



# Town of Brookhaven Long Island

**Edward P. Romaine**, Supervisor

January 12, 2016

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

Dear Ms. Reyes-Alicea,

Please allow this letter to serve as comments on the Tier 1 Draft Environmental Impact Statement of NEC Future, the proposed upgrade to the Northeast Corridor rail transportation spine.

I appreciate the efforts of the Federal Railroad Administration and have been a longtime supporter of increasing the use of rail to decrease highway traffic congestion and reduce our dependency on heavy trucks automobiles.

NEC Future is an ambitious plan "to upgrade aging infrastructure and to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger-rail service on the NEC for both Intercity and Regional trips, while promoting environmental sustainability and continued economic growth."

While I understand this EIS is a tiered approach, and "Tier 1" paints proposals with a broad brush, I believe it is critical for local input at this stage.

As the supervisor of the largest town in Suffolk County, and one that will be most affected by the proposed new segment of Alternative 3 to connect New York City to New Haven County, CT via Long Island, I have strong reservations with this \$300 billion alternative as proposed.

This route, as proposed, diverges south from the East River tunnels in Queens and continues "south and east through Queens County, near the LIRR Montauk Branch. Alternative 3 continues on aerial structure or embankment east from I-678 to Floral Park in Nassau County, east of the Cross Island Parkway. The alternative shifts in tunnel south adjacent to the LIRR Hempstead Branch, continuing east in trench through Garden City. Alternative 3 continues in trench east parallel to Stewart Avenue, through Eisenhower Park and the village of Levittown. The alternative continues in trench east, reconnecting with the LIRR Main Line in Farmingdale, and continues east, crossing in the Suffolk County, adjacent to the Main Line through Wyandanch, Brentwood, and Ronkonkoma. Alternative 3 shifts north near Long Island MacArthur Airport, crossing I-495 in tunnel and continuing typically on embankment or aerial structure north to Stony Brook. Alternative 3 transitions to trench and then into tunnel near Port Jefferson where the alternative continues across the Long Island Sound in tunnel, emerging in New Haven County, Connecticut."

**Office of the Supervisor**

One Independence Hill • Farmingville • NY 11738 • Phone (631) 451-9100 • Fax (631) 451-6677  
[www.brookhaven.org](http://www.brookhaven.org)

Printed on recycled paper

The LIRR main line serves as the border between the towns of Brookhaven and Islip in Ronkonkoma, with the Ronkonkoma train station sitting on the Brookhaven side of the line. Any "shifting" north near Long Island MacArthur Airport, "crossing" of the Long Island Expressway (I-495), "continuing north to Stony Brook," or transition to "trench and then into tunnel near Port Jefferson" would have a clear and direct impact on the Town of Brookhaven, its nearly 500,000 residents, local businesses, schools, waterways, farmland, parkland, and open space.

The proposal includes an estimate of more than 500 acres of acquisition of developed land in Suffolk County, the majority of which would be in Brookhaven Town. The report also notes that prime farmland would be affected, a potential for "high ecological impact, particularly saltwater ESH, Essential Fish Habitat, and federally listed Threatened and Endangered species in Suffolk County, NY, and the associated Long Island Sound. Saltwater wetland impacts, totaling more than 400 acres, would occur with this route option, with the majority of those impacts occurring in Suffolk County, NY."

The goal of NEC Future is to improve the entire corridor. Thus, increasing and enhancing transportation between Washington, DC, Philadelphia, New York, Providence, and Boston. Constructing addition north/south tracks through a densely developed populated portion of Brookhaven Town will have long-term detrimental effects on the community with minimal direct benefits as the traffic passing along these tracks will be transient and not contribute to the local economy or tax base as no stops are proposed.

I recommend Alternative 3 not be considered unless the proposed segment through Long Island is eliminated entirely. Any improvements to rail transportation on Long Island should first serve to benefit the residents of the region. Proposals, such as electrification of the main line east of Ronkonkoma and the addition of a third track to the west, should be seriously considered before any proposal to use Long Island as a transportation bridge between New York and Boston.

Additionally, the FRA should generally consider upgrading capacity and improvements utilizing existing right-of-ways throughout the corridor to the maximum extent possible to minimize the impact on residents and the environment.

Again, I appreciate the efforts of the FRA and applaud the desire to enhance rail transportation in the Northeast Corridor. I look forward to additional alternatives and amendments to the proposal as the process moves forward.

If I can be of any assistance in this endeavor, or if you have any questions, please do not hesitate to contact me.

Sincerely,



Edward P. Romaine, Supervisor  
Town of Brookhaven



# Town of Brookhaven Long Island

**Edward P. Romaine**, Supervisor

January 12, 2016

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

Dear Ms. Reyes-Alicea,

Please allow this letter to serve as comments on the Tier 1 Draft Environmental Impact Statement of NEC Future, the proposed upgrade to the Northeast Corridor rail transportation spine.

I appreciate the efforts of the Federal Railroad Administration and have been a longtime supporter of increasing the use of rail to decrease highway traffic congestion and reduce our dependency on heavy trucks automobiles.

NEC Future is an ambitious plan "to upgrade aging infrastructure and to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger-rail service on the NEC for both Intercity and Regional trips, while promoting environmental sustainability and continued economic growth."

While I understand this EIS is a tiered approach, and "Tier 1" paints proposals with a broad brush, I believe it is critical for local input at this stage.

As the supervisor of the largest town in Suffolk County, and one that will be most affected by the proposed new segment of Alternative 3 to connect New York City to New Haven County, CT via Long Island, I have strong reservations with this \$300 billion alternative as proposed.

This route, as proposed, diverges south from the East River tunnels in Queens and continues "south and east through Queens County, near the LIRR Montauk Branch. Alternative 3 continues on aerial structure or embankment east from I-678 to Floral Park in Nassau County, east of the Cross Island Parkway. The alternative shifts in tunnel south adjacent to the LIRR Hempstead Branch, continuing east in trench through Garden City. Alternative 3 continues in trench east parallel to Stewart Avenue, through Eisenhower Park and the village of Levittown. The alternative continues in trench east, reconnecting with the LIRR Main Line in Farmingdale, and continues east, crossing in the Suffolk County, adjacent to the Main Line through Wyandanch, Brentwood, and Ronkonkoma. Alternative 3 shifts north near Long Island MacArthur Airport, crossing I-495 in tunnel and continuing typically on embankment or aerial structure north to Stony Brook. Alternative 3 transitions to trench and then into tunnel near Port Jefferson where the alternative continues across the Long Island Sound in tunnel, emerging in New Haven County, Connecticut."

**Office of the Supervisor**

One Independence Hill • Farmingville • NY 11738 • Phone (631) 451-9100 • Fax (631) 451-6677  
[www.brookhaven.org](http://www.brookhaven.org)

The LIRR main line serves as the border between the towns of Brookhaven and Islip in Ronkonkoma, with the Ronkonkoma train station sitting on the Brookhaven side of the line. Any "shifting" north near Long Island MacArthur Airport, "crossing" of the Long Island Expressway (I-495), "continuing north to Stony Brook," or transition to "trench and then into tunnel near Port Jefferson" would have a clear and direct impact on the Town of Brookhaven, its nearly 500,000 residents, local businesses, schools, waterways, farmland, parkland, and open space.

The proposal includes an estimate of more than 500 acres of acquisition of developed land in Suffolk County, the majority of which would be in Brookhaven Town. The report also notes that prime farmland would be affected, a potential for "high ecological impact, particularly saltwater ESH, Essential Fish Habitat, and federally listed Threatened and Endangered species in Suffolk County, NY, and the associated Long Island Sound. Saltwater wetland impacts, totaling more than 400 acres, would occur with this route option, with the majority of those impacts occurring in Suffolk County, NY."

The goal of NEC Future is to improve the entire corridor. Thus, increasing and enhancing transportation between Washington, DC, Philadelphia, New York, Providence, and Boston. Constructing addition north/south tracks through a densely developed populated portion of Brookhaven Town will have long-term detrimental effects on the community with minimal direct benefits as the traffic passing along these tracks will be transient and not contribute to the local economy or tax base as no stops are proposed.

I recommend Alternative 3 not be considered unless the proposed segment through Long Island is eliminated entirely. Any improvements to rail transportation on Long Island should first serve to benefit the residents of the region. Proposals, such as electrification of the main line east of Ronkonkoma and the addition of a third track to the west, should be seriously considered before any proposal to use Long Island as a transportation bridge between New York and Boston.

Additionally, the FRA should generally consider upgrading capacity and improvements utilizing existing right-of-ways throughout the corridor to the maximum extent possible to minimize the impact on residents and the environment.

Again, I appreciate the efforts of the FRA and applaud the desire to enhance rail transportation in the Northeast Corridor. I look forward to additional alternatives and amendments to the proposal as the process moves forward.

If I can be of any assistance in this endeavor, or if you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Edward P. Romaine". The signature is written in a cursive style with a large, prominent initial "E".

Edward P. Romaine, Supervisor  
Town of Brookhaven

**NEC DEIS Comments - RECORD #2722 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Evelyn

**Last Name :**

Roman

**Stakeholder Comments/Issues :**

To run a rail line through Old Lyme will ruin everything the people in Ct hold dear {prime wetlands,flora and wildlife and for WHAT !!!??? There is a shore line already which can't or just isn't maintained or upgraded. Start there.UCONN wants the new rail for convince what at the ruin of everything else.



**NEC DEIS Comments - RECORD #1567 DETAIL**

**Status :** Pending  
**Record Date :** 2/15/2016  
**First Name :** M.  
**Last Name :** Romano

**Stakeholder Comments/Issues :**

Opposed to Alternative 1. It would destroy Old Lyme, CT and surrounding shoreline.

**NEC DEIS Comments - RECORD #1084 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/12/2016

**First Name :** Mary Ann

**Last Name :** Romano

**Stakeholder Comments/Issues :**

The impact of this proposal on the town of Old Lyme is unacceptable. We are a small town with little political pull, but the proposed track would go right through our historic, small downtown and would impact the art college on Lyme Street as well as the historic art museum nearby. We already have a swath of track that runs along the coast and through our wetlands, but the town has survived in spite of that (even without the benefit of a station or a stop in our town). The last thing we need is another rail corridor just a mile away.

**NEC DEIS Comments - RECORD #927 DETAIL**

**Status :** ████████████████████  
**Record Date :** 2/11/2016  
**First Name :** Chelsie  
**Last Name :** Romulo  
**Stakeholder Comments/Issues :**

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

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

Hello,

I am writing you to express concern about a proposed railway line planned to go through Patuxent Research Refuge. The proposed disturbance would significantly reduce the ecosystem value this refuge provides to us and the wildlife the area sustains. Not only the construction, but the long-term noise and pollution impact will be unsustainable.

This refuge was designated for wildlife research back in the early 1900s by President Roosevelt. To continue this research properly, the refuge must remain undisturbed.

I understand it's easier to plan to go through an area currently without human population, but just as we need sensible public transportation, we also need a healthy environment to survive, and exploring already-disturbed areas should be a priority for this project.

Sincerely,

**NEC DEIS Comments - RECORD #1414 DETAIL**

**Status :**

Action Complete

**Record Date :**

2/14/2016

**First Name :**

Tammey

**Last Name :**

Rooney

**Stakeholder Comments/Issues :**

Alternative 1 is simply insufficient for long term growth and healthy economic development of the Northeast. Given the very real concerns for resiliency in the face of climate change, Alternative 1 is downright dangerous to the environment and to our economy. Long term opportunity lies in Alternatives 2 and 3.

**NEC DEIS Comments - RECORD #1030 DETAIL**

**Status :**

Action Complete

**Record Date :**

2/12/2016

**First Name :**

Rosalind

**Last Name :**

Roosevelt

**Stakeholder Comments/Issues :**

Please REMOVE Alternative 1 from the NEC Future plan to destroy the town and retail spaces for Old Lyme, CT for a new Rail line. I love trains but this is truly an amazingly UnAmerician plan.

Thank you,

Rosalind H Roosevelt

**NEC DEIS Comments - RECORD #1447 DETAIL**

**Status :** Action Completed

**Record Date :** 2/14/2016

**First Name :** Thomas

**Last Name :** Root

**Stakeholder Comments/Issues :**

The very suggestion to run a rail line through the heart of Old Lyme, Conn., is utterly outrageous. The area is one of the nation's most historically significant art sites. This has to be explained?

**NEC DEIS Comments - RECORD #1453 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Amy

**Last Name :**

Roper

**Stakeholder Comments/Issues :**

Old Lyme is my hometown. A high speed rail through the heart of this Historic town is heart breaking. This needs to be rethought out.

**NEC DEIS Comments - RECORD #388 DETAIL**

**Status :**

Action Completed

**Record Date :**

1/29/2016

**First Name :**

Christy

**Last Name :**

Rose

**Stakeholder Comments/Issues :**

I live on Flanders Road. Where would the station go?? If it is across from the 500 section of the road? I don't want a train station on my road. We have enough traffic with the normal people.



**NEC DEIS Comments - RECORD #187 DETAIL**

**Status :** Pending  
**Record Date :** 1/15/2016  
**First Name :** David  
**Last Name :** Rosenberg

**Stakeholder Comments/Issues :**

I believe rail travel along the Northeast Corridor is very important and should be made to be a shining example of high-speed rail travel not just for the US, but for the world. To that end, I believe Alternative 3 would do this, and I fully support the alternative.

I live in the DC area, however, so more than anything, I support what is proposed in that plan for the DC to New York corridor. I especially like moving the Baltimore Station to a more central location, and the redesign of DC's Union Station.

**NEC DEIS Comments - RECORD #1860 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Nancy  
**Last Name :** Roser

**Stakeholder Comments/Issues :**

I am writing to voice my opposition to Alternative 1 which would destroy the character of the town of Old Lyme, Connecticut. It would negatively impact our quality of life as it also impacts our school and library as well as our historic districts. Thank you for reconsidering this alternative.

Regards,

Nancy L. Roser

[REDACTED]  
South Lyme, Ct. 06376

**NEC DEIS Comments - RECORD #373 DETAIL**

**Status :**

Action Completed

**Record Date :**

1/29/2016

**First Name :**

Carolyn

**Last Name :**

Ross

**Stakeholder Comments/Issues :**

Alternative 1 would decimate Old Lyme town.

Alternative 2 would be the best choice, because it would connect Hartford with Providence - more riders would be accessible to service.

Yes for Alt 2

**NEC DEIS Comments - RECORD #732 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/10/2016

**First Name :**

Steven A.

**Last Name :**

Ross

**Stakeholder Comments/Issues :**

To whom it may concern,

I would like to know who developed the proposal for NEC Future Alternative 1. Also, I would like to know if the person, or persons, who included this alternative actually visited and physically looked at what their proposal would destroy and disrupt.

Thank you.

Steven A. Ross

Old Lyme, CT

Sent from my iPad

**NEC DEIS Comments - RECORD #2568 DETAIL**

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

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal. It makes no sense to destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Find another route."

**NEC DEIS Comments - RECORD #2300 DETAIL**

**Status :** ~~Action Complete~~

**Record Date :** 2/15/2016

**First Name :** Wendyl

**Last Name :** Ross

**Stakeholder Comments/Issues :**

Do not go through the Historic Area of Old Lyme, CT!

**NEC DEIS Comments - RECORD #1559 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :**

**Last Name :**

**Stakeholder Comments/Issues :**

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,  
Kathy Rossen

**NEC DEIS Comments - RECORD #2542 DETAIL**

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

Dear Federal Rail Administration,

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

More significantly your EIS shows that this will have a negative impact on Long Island Sound's coast in this region.



**NEC DEIS Comments - RECORD #2542 DETAIL**

**Status :** ██████████  
**Record Date :** 2/16/2016  
**First Name :** Michael  
**Last Name :** Rossi  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

More significantly your EIS shows that this will have a negative impact on Long Island Sound's coast in this region.

**NEC DEIS Comments - RECORD #622 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/9/2016

**First Name :**

Emery

**Last Name :**

Roth

**Stakeholder Comments/Issues :**

I am a supporter of public transit in CT. I don't live near the Lyme historic and scenic areas that would be destroyed by this project. However, this plan is an insensitive outrage that raises questions of all those involved in directing this project. This plan destroys CT treasures that can never be replaced. Shame!

**NEC DEIS Comments - RECORD #585 DETAIL****Status :** [REDACTED]**Record Date :** 2/7/2016**First Name :** Thomas**Last Name :** Roth**Stakeholder Comments/Issues :**

Any plans that involve rerouting the already existing tracks at the Connecticut River crossing are absurd. Your plan to decimate historical, beautiful, natural wildlife that has attracted even French impressionist painters for hundreds of years is disgusting. As it stands your plan is to cut through Old Lyme's historic district passing within feet of a building that is famous amongst townfolk for having housed George Washington himself for a night while traveling through town. As this plan stands you can expect to meet heavy resistance from environmentalists and property owners alike for years to come. Any representative that chooses to endorse modifications to the Old Lyme Connecticut River crossing can expect to lose my vote.

**NEC DEIS Comments - RECORD #2638 DETAIL**

**Status :**

action completed

**Record Date :**

2/16/2016

**First Name :**

Joanne

**Last Name :**

Roy

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2945 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Nancy

**Last Name :** Roy

**Stakeholder Comments/Issues :**

As a Palmer, Ma. resident I strongly urge your consideration of high speed rail service via Palmer and Springfield in future rail plans. Thank you for your consideration.

**NEC DEIS Comments - RECORD #969 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/11/2016

**First Name :**

Richard

**Last Name :**

Royston

**Stakeholder Comments/Issues :**

I am writing to state my objection to the proposed Alternative 1 plan. Not only will it destroy the atmosphere of this quiet Connecticut town - along with its historic buildings - it will also blight one of the most unspoiled areas of natural beauty in New England. If this goes ahead it will be a travesty.

**NEC DEIS Comments - RECORD #981 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/11/2016

**First Name :** Tricia

**Last Name :** Royston

**Stakeholder Comments/Issues :**

Any proposal to run a rail line of any sort through the heart of Old Lyme, Connecticut is appalling. It would destroy one of the most beautiful and historic towns in the United States.

Tricia Royston

[REDACTED]

Madison, CT 06443

February 11, 2016

Rebecca Reyes-Alicea  
Northeast Corridor Program Manager  
USDOT, Federal Railroad Administration  
Office of Railroad Policy  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Dear Ms. Reyes-Alicea:

Regional Plan Association (RPA) appreciates the opportunity to offer testimony to the Federal Railroad Administration in response to the Northeast Corridor (NEC) Future Tier I Draft Environmental Impact Statement (DEIS), referred to as the NEC FUTURE DEIS in the following text.

#### **Evaluation of DEIS Findings and Alternatives**

**RPA strongly supports the investments proposed in Alternatives 1 and 2, which would bring the NEC to a state of good repair and address major bottlenecks.** The first priority must be to create a solid foundation to build upon by restoring all part of the NEC to a state of good repair.

To tap into the full market potential of the Northeast corridor, **RPA recommends that the FRA pursue Alternative 3, with the following conditions:**

- 1. The initial focus should be on high-speed rail (HSR) for the southern alignment, with two dedicated tracks (all or part of the distance) between New York City and Washington, D.C.**
- 2. The two new dedicated HSR tracks between New York City and Boston for the northern alignments require further analysis before either should move forward.** This analysis should also include the consideration of a third alignment – two new tracks along the existing New Haven Line – which might be superior to the Long Island or inland alignments.
- 3. A more thorough analysis of market demand in the corridor is needed, which should include an assessment of the potentially transformative impacts of higher- and high-speed rail services.**

#### *The Northern Alignments*

With regard to the northern alignments, the findings of the NEC FUTURE DEIS don't examine the alignment options in sufficient detail and with defensible assumptions to support or reject any northern alignments at this time. RPA questions many of the assumptions made in this analysis and its completeness, and doesn't wish to foreclose the possibility of either of the two new dedicated HSR northern alignments and/or additional improvements to the New Haven Line to support HSR and the exploration of yet unidentified options. We respectfully request that the FRA further investigate the New York City-to-Boston alternatives to understand the benefits, costs and implications of three



alignment alternatives, including the New Haven Line. Particular attention should be given to the potential market for high-speed service given current and potential development patterns and current and potential transit connection options along each of the three northern alignments.

#### *HSR Ridership Demand and Economic Benefits*

The current analysis doesn't account for a host of ridership opportunities that could be created with high-speed intercity connections with local transit systems, airport /rail connections, and travel generated by greater economic activity in detail for each northern alignment. The economic benefits of intercity service are assessed for each northern alignment in the DEIS , but construction/O&M job growth, travel time benefit for regional services, greater connectivity to air-to-rail, and general increases in economic activity aren't explored in detail. We strongly recommended pursuing a detailed analysis of these costs and benefits for each of the northern alignments.

Further study of the northern alignments is needed to understand the following:

1. The extent to which the right-of-way can be grade-separated, either above or below ground, to speed service, albeit at higher costs and the accompanying effects or benefits of this separation.
2. The extent to which the right-of-way can avoid existing development, particularly residential neighborhoods.
3. The extent to which development can be built to not interfere and even improve existing commuter regional services.

#### *Phasing and Implementation*

The NEC FUTURE DEIS doesn't provide a set phase or implementation timeline for improvements, stating they will be explored in the final environmental impact statement. Given the additional costs associated with extending timelines for major capital construction, **RPA recommends that the implementation timeline should not be drawn out and that the number of phases should be limited.**

#### **Principles to Guide Future NEC Investment (response to Purpose and Need)**

RPA suggests the following principles to guide the FRA in evaluating the benefits of the high-speed rail action alternative (Alternative 3) and possible alignments. As articulated in the NEC FUTURE DEIS, the Northeast intercity rail system is in need of hundreds of millions of dollars of additional investments annually just to maintain current service levels and without addressing the state of good repair backlog. Any long-term investment plan for the NEC should begin with bringing the railroad up to a state of good repair. Additional 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. Near-term and mid-term investments for alignments and stations should support economic growth in existing large and medium-sized cities in the NEC. Longer-term investments should not only continue to support these locations but also should be used to transform areas that encourage and support compact urban development.

### *Commuter Service*

Intercity rail improvements must accommodate the operational and market needs of commuter services. While intercity rail services are important, helping to decongest interstate highways and airports, the volume of travel within urban areas far exceeds that of all intercity travel. Amtrak today carries 11.6 million people per year between Boston and Washington, the full length of the NEC.<sup>1</sup> By comparison, NJ Transit - one of three railroads in the New York metropolitan area - alone carries an estimated 85.6 million riders annually.<sup>2</sup> Seven other transit operators also use the NEC to provide commuter rail services between Washington and Boston. Acknowledging the demand on commuter rail services and accommodating these operators is necessary for an accurate modeling of the capacity and determination of investments needed for seamless mixed operation of intercity and regional services.

### *Air-Rail Diversion*

Higher- and high-speed rail services should be designed to capitalize on proximity of the NEC to adjacent airports to establish multi-modal connectivity. Currently, this is possible in Baltimore, Philadelphia, Newark and Providence, but not for other major airports in the region, most notably John F. Kennedy Airport. But even with new air-rail connections, our analysis indicates that high- and higher-speed rail wouldn't have a significant effect on airport congestion overall. It is only in the Boston-New York/LaGuardia market where those connections could have a substantial impact, and that air market represents a small share of airport congestion in New York and in the Northeast.<sup>3</sup>

### *Cost*

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. Additionally, by being operator neutral, the NEC FUTURE DEIS is limited in a detailed assessment of operation costs. **RPA recommends the NEC FUTURE DEIS more fully assess capital and operation cost reductions measures, expanding the scope of the DEIS to explore innovative financing and procurement strategies.**

### *Economic Effects and Growth, and Indirect Effects*

The transformative economic benefits of faster rail travel are understated in the Tier 1 DEIS. **RPA recommends the FRA more closely investigate the travel time savings and cost savings resulting for the regional commuter services that share the corridor with Amtrak rather than the simplified User Benefit metric.** Reduced wait time for regional services is an insufficient metric to base the analysis. The reliability of infrastructure on the corridor and higher speed of the service will boost on-time

---

<sup>1</sup> Amtrak, (2014), *Amtrak National Facts*,

<https://www.amtrak.com/servlet/ContentServer?c=Page&pagename=am%2FLayout&cid=1246041980246>

<sup>2</sup> New Jersey Transit, (2014), *NJ Transit Facts at a Glance: Fiscal Year 2014*,

<https://www.njtransit.com/pdf/FactsAtaGlance.pdf>

<sup>3</sup> RPA, (2011), *Upgrading to World Class: the Future of the New York Region's Airports*,

<http://library.rpa.org/pdf/RPA-Upgrading-to-World-Class.pdf>

performance and reduce overall travel times, not only passenger wait time. Commuter rail services also will benefit from improvements made to the corridor, services that provide travel for more daily passengers than intercity alone. Additionally, as shown under *Economic Growth* in Chapter 3 each major market has its own associated economic costs and benefits, applying a single (and low) metric for travel time savings per hour of \$13.20, for all geographies, is potentially understating the benefits of each alternative. Assessing the travel time savings resulting from improvements to NEC that create greater reliability of regional services in detail for each alternative will help to better distinguish the alternatives in the final cost benefit analysis. Furthermore, separating the benefits of each northern alignment for Alternative 3, as was done for the intercity analysis, should be done for regional rail.

In addition to understating the benefits for regional markets by reducing travel times, the NEC FUTURE DEIS is limited in assessing the future population and job access to the major employment markets of each alternative. The assessment of population and employment growth described the *Potential Indirect Effects in the Three Metropolitan Areas and Representative Station Areas* in Chapter 6 is very cursory for each alternative, and especially Alternative 3, as it doesn't include any detailed assessment of the northern alignment alternatives. 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., since representative station areas only include Baltimore, Hartford and Ronkonkoma. Reporting future resident and job access by station should be done using the base projections reported in Chapter 6. Incorporating future population and employment growth into ridership estimates will improve the assessment of alternatives for the final cost-per-rider comparison.

Lastly, there is some mixing of timelines for the economic benefits and project costs. Construction and O&M jobs benefits are calculated for a 20-year construction period, while capital construction costs have been estimated for a 25-year timeframe. Additionally, the monetized value for travel time savings are annualized but not cumulative in a similar timeframe as the construction timeline, yet presumably the lifespan of the time savings benefits would extend far beyond 2040. Additionally, these travel time savings are calculated for ridership estimates that don't incorporate future population and job growth along the corridor. **RPA recommends that the monetized benefits of job growth and travel time savings are assessed alongside project costs for a consistent timeframe for all alternatives and alternative alignments.**

### Summary of Recommendations

While RPA supports the NEC FUTURE study, the FRA should further refine and expand the study's methodology and technical analysis. Specifically:

1. The FRA should pursue Alternative 3, with the following conditions:
  - a. Initial focus should be on HSR for the southern alignment, two dedicated tracks (all or part of the distance) between New York City and Washington, D.C.
  - b. Further investigation is required for northern portion between New York City and Boston. This analysis should include an assessment of the full costs and benefits of each

alignment, as well as the consideration of a third alignment of two new tracks along the existing New Haven Line.

- c. Further investigation is required of potential demand for HSR in all markets.
2. In the FEIS, the implementation timeline shouldn't be drawn out, and the number of phases should be limited.
3. The FEIS should assess capital and operation cost reductions measures, expanding the scope of the DEIS to explore innovative financing and procurement strategies.
4. There should be a detailed investigation of the travel time savings and cost savings resulting for the regional commuter services that share the corridor with Amtrak rather than the simplified User Benefit metric.
5. Monetized benefits of job growth and travel time savings should be assessed alongside project costs for a consistent timeframe for all alternatives and alternative alignments.

Richard Barone, RPA's vice president for transportation, will gladly discuss this effort with you further. He can be reached at [rbarone@rpa.org](mailto:rbarone@rpa.org) or at 212-253-2727.

**NEC DEIS Comments - RECORD #3087 DETAIL**

**Status :** ██████████  
**Record Date :** 2/29/2016  
**First Name :** Alyssa  
**Last Name :** Pichardo  
**Stakeholder Comments/Issues :**

Hi,

I'm responding to a call from Michael Babbin earlier this month - I apologize for the delay but I was out of town on a family emergency and was unable to address the issue of the file security earlier. I've attached an unsecured version of the testimony so Mr. Babbin should be able to add it to your database.

Feel free to email or call if there are any outstanding issues.

Thank you,

Alyssa Pichardo  
Associate Planner, Transportation  
Regional Plan Association  
4 Irving Place, 7th Floor  
New York, NY 10003  
p. 917.546.4318

[cid:image001.png@01D16FCE.DC4AF0E0]  
May 6, 2016 | The Waldorf-Astoria, New York  
Register Today at <http://assembly.rpa.org><<http://assembly.rpa.org>>

From: Alyssa Pichardo  
Sent: Friday, February 12, 2016 3:23 PM  
To: 'comment@necfuture.com'  
Subject: Regional Plan Association comments in response to FRA NEC Future Tier I DEIS

Dear Ms. Reyes - Alicea,

Please see the attached document regarding the Regional Plan Association's comments on the NEC Future Tier I Draft Environmental Impact Statement.

We appreciate your time and thank you for the opportunity to comment on this key transportation project for the tri-state region.

Thank you,

Alyssa Pichardo  
Associate Planner, Transportation  
Regional Plan Association  
4 Irving Place, 7th Floor  
New York, NY 10003  
p. 917.546.4318

[cid:image001.png@01D16FCE.DC4AF0E0]

May 6, 2016 | The Waldorf-Astoria, New York

Register Today at <http://assembly.rpa.org><<http://assembly.rpa.org/>>

**Attachments :**

RPA Comments in Response to Northeast Corridor Future Tier 1 DEIS.pdf  
(186 kb)

February 11, 2016

Rebecca Reyes-Alicea  
Northeast Corridor Program Manager  
USDOT, Federal Railroad Administration  
Office of Railroad Policy  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Dear Ms. Reyes-Alicea:

Regional Plan Association (RPA) appreciates the opportunity to offer testimony to the Federal Railroad Administration in response to the Northeast Corridor (NEC) Future Tier I Draft Environmental Impact Statement (DEIS), referred to as the NEC FUTURE DEIS in the following text.

#### **Evaluation of DEIS Findings and Alternatives**

**RPA strongly supports the investments proposed in Alternatives 1 and 2, which would bring the NEC to a state of good repair and address major bottlenecks.** The first priority must be to create a solid foundation to build upon by restoring all part of the NEC to a state of good repair.

To tap into the full market potential of the Northeast corridor, **RPA recommends that the FRA pursue Alternative 3, with the following conditions:**

- 1. The initial focus should be on high-speed rail (HSR) for the southern alignment, with two dedicated tracks (all or part of the distance) between New York City and Washington, D.C.**
- 2. The two new dedicated HSR tracks between New York City and Boston for the northern alignments require further analysis before either should move forward.** This analysis should also include the consideration of a third alignment – two new tracks along the existing New Haven Line – which might be superior to the Long Island or inland alignments.
- 3. A more thorough analysis of market demand in the corridor is needed, which should include an assessment of the potentially transformative impacts of higher- and high-speed rail services.**

#### *The Northern Alignments*

With regard to the northern alignments, the findings of the NEC FUTURE DEIS don't examine the alignment options in sufficient detail and with defensible assumptions to support or reject any northern alignments at this time. RPA questions many of the assumptions made in this analysis and its completeness, and doesn't wish to foreclose the possibility of either of the two new dedicated HSR northern alignments and/or additional improvements to the New Haven Line to support HSR and the exploration of yet unidentified options. We respectfully request that the FRA further investigate the New York City-to-Boston alternatives to understand the benefits, costs and implications of three

alignment alternatives, including the New Haven Line. Particular attention should be given to the potential market for high-speed service given current and potential development patterns and current and potential transit connection options along each of the three northern alignments.

#### *HSR Ridership Demand and Economic Benefits*

The current analysis doesn't account for a host of ridership opportunities that could be created with high-speed intercity connections with local transit systems, airport /rail connections, and travel generated by greater economic activity in detail for each northern alignment. The economic benefits of intercity service are assessed for each northern alignment in the DEIS , but construction/O&M job growth, travel time benefit for regional services, greater connectivity to air-to-rail, and general increases in economic activity aren't explored in detail. We strongly recommended pursuing a detailed analysis of these costs and benefits for each of the northern alignments.

Further study of the northern alignments is needed to understand the following:

1. The extent to which the right-of-way can be grade-separated, either above or below ground, to speed service, albeit at higher costs and the accompanying effects or benefits of this separation.
2. The extent to which the right-of-way can avoid existing development, particularly residential neighborhoods.
3. The extent to which development can be built to not interfere and even improve existing commuter regional services.

#### *Phasing and Implementation*

The NEC FUTURE DEIS doesn't provide a set phase or implementation timeline for improvements, stating they will be explored in the final environmental impact statement. Given the additional costs associated with extending timelines for major capital construction, **RPA recommends that the implementation timeline should not be drawn out and that the number of phases should be limited.**

#### **Principles to Guide Future NEC Investment (response to Purpose and Need)**

RPA suggests the following principles to guide the FRA in evaluating the benefits of the high-speed rail action alternative (Alternative 3) and possible alignments. As articulated in the NEC FUTURE DEIS, the Northeast intercity rail system is in need of hundreds of millions of dollars of additional investments annually just to maintain current service levels and without addressing the state of good repair backlog. Any long-term investment plan for the NEC should begin with bringing the railroad up to a state of good repair. Additional 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. Near-term and mid-term investments for alignments and stations should support economic growth in existing large and medium-sized cities in the NEC. Longer-term investments should not only continue to support these locations but also should be used to transform areas that encourage and support compact urban development.



### *Commuter Service*

Intercity rail improvements must accommodate the operational and market needs of commuter services. While intercity rail services are important, helping to decongest interstate highways and airports, the volume of travel within urban areas far exceeds that of all intercity travel. Amtrak today carries 11.6 million people per year between Boston and Washington, the full length of the NEC.<sup>1</sup> By comparison, NJ Transit - one of three railroads in the New York metropolitan area - alone carries an estimated 85.6 million riders annually.<sup>2</sup> Seven other transit operators also use the NEC to provide commuter rail services between Washington and Boston. Acknowledging the demand on commuter rail services and accommodating these operators is necessary for an accurate modeling of the capacity and determination of investments needed for seamless mixed operation of intercity and regional services.

### *Air-Rail Diversion*

Higher- and high-speed rail services should be designed to capitalize on proximity of the NEC to adjacent airports to establish multi-modal connectivity. Currently, this is possible in Baltimore, Philadelphia, Newark and Providence, but not for other major airports in the region, most notably John F. Kennedy Airport. But even with new air-rail connections, our analysis indicates that high- and higher-speed rail wouldn't have a significant effect on airport congestion overall. It is only in the Boston-New York/LaGuardia market where those connections could have a substantial impact, and that air market represents a small share of airport congestion in New York and in the Northeast.<sup>3</sup>

### *Cost*

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. Additionally, by being operator neutral, the NEC FUTURE DEIS is limited in a detailed assessment of operation costs. **RPA recommends the NEC FUTURE DEIS more fully assess capital and operation cost reductions measures, expanding the scope of the DEIS to explore innovative financing and procurement strategies.**

### *Economic Effects and Growth, and Indirect Effects*

The transformative economic benefits of faster rail travel are understated in the Tier 1 DEIS. **RPA recommends the FRA more closely investigate the travel time savings and cost savings resulting for the regional commuter services that share the corridor with Amtrak rather than the simplified User Benefit metric.** Reduced wait time for regional services is an insufficient metric to base the analysis. The reliability of infrastructure on the corridor and higher speed of the service will boost on-time

---

<sup>1</sup> Amtrak, (2014), *Amtrak National Facts*,

<https://www.amtrak.com/servlet/ContentServer?c=Page&pagename=am%2FLayout&cid=1246041980246>

<sup>2</sup> New Jersey Transit, (2014), *NJ Transit Facts at a Glance: Fiscal Year 2014*,

<https://www.njtransit.com/pdf/FactsAtaGlance.pdf>

<sup>3</sup> RPA, (2011), *Upgrading to World Class: the Future of the New York Region's Airports*,

<http://library.rpa.org/pdf/RPA-Upgrading-to-World-Class.pdf>

performance and reduce overall travel times, not only passenger wait time. Commuter rail services also will benefit from improvements made to the corridor, services that provide travel for more daily passengers than intercity alone. Additionally, as shown under *Economic Growth* in Chapter 3 each major market has its own associated economic costs and benefits, applying a single (and low) metric for travel time savings per hour of \$13.20, for all geographies, is potentially understating the benefits of each alternative. Assessing the travel time savings resulting from improvements to NEC that create greater reliability of regional services in detail for each alternative will help to better distinguish the alternatives in the final cost benefit analysis. Furthermore, separating the benefits of each northern alignment for Alternative 3, as was done for the intercity analysis, should be done for regional rail.

In addition to understating the benefits for regional markets by reducing travel times, the NEC FUTURE DEIS is limited in assessing the future population and job access to the major employment markets of each alternative. The assessment of population and employment growth described the *Potential Indirect Effects in the Three Metropolitan Areas and Representative Station Areas* in Chapter 6 is very cursory for each alternative, and especially Alternative 3, as it doesn't include any detailed assessment of the northern alignment alternatives. 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., since representative station areas only include Baltimore, Hartford and Ronkonkoma. Reporting future resident and job access by station should be done using the base projections reported in Chapter 6. Incorporating future population and employment growth into ridership estimates will improve the assessment of alternatives for the final cost-per-rider comparison.

Lastly, there is some mixing of timelines for the economic benefits and project costs. Construction and O&M jobs benefits are calculated for a 20-year construction period, while capital construction costs have been estimated for a 25-year timeframe. Additionally, the monetized value for travel time savings are annualized but not cumulative in a similar timeframe as the construction timeline, yet presumably the lifespan of the time savings benefits would extend far beyond 2040. Additionally, these travel time savings are calculated for ridership estimates that don't incorporate future population and job growth along the corridor. **RPA recommends that the monetized benefits of job growth and travel time savings are assessed alongside project costs for a consistent timeframe for all alternatives and alternative alignments.**

### Summary of Recommendations

While RPA supports the NEC FUTURE study, the FRA should further refine and expand the study's methodology and technical analysis. Specifically:

1. The FRA should pursue Alternative 3, with the following conditions:
  - a. Initial focus should be on HSR for the southern alignment, two dedicated tracks (all or part of the distance) between New York City and Washington, D.C.
  - b. Further investigation is required for northern portion between New York City and Boston. This analysis should include an assessment of the full costs and benefits of each

alignment, as well as the consideration of a third alignment of two new tracks along the existing New Haven Line.

- c. Further investigation is required of potential demand for HSR in all markets.
2. In the FEIS, the implementation timeline shouldn't be drawn out, and the number of phases should be limited.
3. The FEIS should assess capital and operation cost reductions measures, expanding the scope of the DEIS to explore innovative financing and procurement strategies.
4. There should be a detailed investigation of the travel time savings and cost savings resulting for the regional commuter services that share the corridor with Amtrak rather than the simplified User Benefit metric.
5. Monetized benefits of job growth and travel time savings should be assessed alongside project costs for a consistent timeframe for all alternatives and alternative alignments.

Richard Barone, RPA's vice president for transportation, will gladly discuss this effort with you further. He can be reached at [rbarone@rpa.org](mailto:rbarone@rpa.org) or at 212-253-2727.

**NEC DEIS Comments - RECORD #644 DETAIL**

**Status :** Action Completed

**Record Date :** 2/9/2016

**First Name :** Kevin

**Last Name :** Ruane

**Stakeholder Comments/Issues :**

Don't worry so much about Connecticut but the south end of NEC is slowest with 50 mph curves in Philadelphia and 30 mph tunnels in Baltimore. Make a list of every slow area and straighten the slow curves. Just that will save 1 hour +.!

**NEC DEIS Comments - RECORD #819 DETAIL**

**Status :** ██████████  
**Record Date :** 2/11/2016  
**First Name :** Alister A.  
**Last Name :** Rubenstein  
**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter on behalf of my family in opposition to Alternate 3 in your rail plan. I particularly want my 1 year old son to grow up in a society that protects wildlife and natural resources...

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

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

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

Sincerely,

Alister A. Rubenstein  
Silver Spring, MD

**NEC DEIS Comments - RECORD #809 DETAIL**

**Status :**

**Action Complete**

**Record Date :**

2/11/2016

**First Name :**

Barb

**Last Name :**

Ruble

**Stakeholder Comments/Issues :**

Please see the attachment for my comments on the draft EIS rail investment plan.

Thank you.

Barb Ruble

**Attachments :**

Comments on Draft EIS.pdf (56 kb)

Barbara Jo Ruble [REDACTED], Baltimore, MD 21230 [REDACTED]

---

February 11, 2016

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,



Barbara Jo Ruble



**NEC DEIS Comments - RECORD #2700 DETAIL**

**Status :**

Unread

**Record Date :**

2/16/2016

**First Name :**

Joel

**Last Name :**

Rucker

**Stakeholder Comments/Issues :**

I do not agree with the new tracks coming thru town. It would destroy the ambiance of the town.

**NEC DEIS Comments - RECORD #1988 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Stacey

**Last Name :**

Rudnick

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #6 DETAIL**

**Status :**

Letter Completed

**Record Date :**

11/10/2015

**First Name :**

Zach

**Last Name :**

Rudnick

**Stakeholder Comments/Issues :** I think the first thing is to increase and electrify all Northeast Corridor routes. By that I mean Amtrak regional services to Virginia and the Inland Route between New Haven, Springfield, and Boston.

**Attachments :**

ZachRudnick Original.pdf (1 kb)

**NEC DEIS Comments - RECORD #6 DETAIL**

**Status :** [REDACTED]

**Record Date :** 11/10/2015

**First Name :** Zach

**Last Name :** Rudnick

**Stakeholder Comments/Issues :** I think the first thing is to increase and electrify all Northeast Corridor routes. By that I mean Amtrak regional services to Virginia and the Inland Route between New Haven, Springfield, and Boston.

**NEC DEIS Comments - RECORD #7 DETAIL**

**Status :**

Revision Complete

**Record Date :**

11/10/2015

**First Name :**

Zach

**Last Name :**

Rudnick

**Stakeholder Comments/Issues :**

I think the first thing to do is increase services and electrify all Northeast Corridor routes. By that I mean Amtrak regional services to Virginia and the Inland Route between New Haven, Springfield, and Boston.

**Attachments :**

ZachRudnick2 Original.pdf (1 kb)

**NEC DEIS Comments - RECORD #7 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

11/10/2015

**First Name :**

Zach

**Last Name :**

Rudnick

**Stakeholder Comments/Issues :**

I think the first thing to do is increase services and electrify all Northeast Corridor routes. By that I mean Amtrak regional services to Virginia and the Inland Route between New Haven, Springfield, and Boston.

**NEC DEIS Comments - RECORD #2478 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/16/2016  
**First Name :** Richard  
**Last Name :** Rudolph

**Stakeholder Comments/Issues :**

Attached please find the Rail Users' Network response to the NEC Future Tier I Draft EIS.

Richard Rudolph, Ph.D  
Chairman, Rail Users' Network

[REDACTED]  
[REDACTED]  
Portland, ME 04103

## RAIL USERS' NETWORK STATEMENT REGARDING NEC FUTURE PROCESS 2-16-16

The Rail Users' Network (RUN) is a not-for-profit organization that advocates for Amtrak, commuter rail and rail transit riders in the United States and Canada. Our membership consists of rail advocacy organizations, transit advisory committees, and concerned rail and transit riders. Through our conferences, *the RUN Newsletter* and other activities, we promote "best practices" for advocates, managers and planners.

We are deeply concerned about the current state of repair of the entire NEC. While we understand the future capacity needs of the NEC, we also understand that it is not only used for Amtrak trains that stay within its boundaries, but also for trains that travel as far as Chicago, Miami and New Orleans. We also understand that it is used by hundreds of thousands of daily commuters on New Jersey Transit, SEPTA, MARC, Metro North and other systems. The number of riders on these systems greatly exceeds the number of Amtrak riders in the NEC, and 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.

Today's NEC is plagued by a number of difficulties that are approaching, or have reached, crisis level. New York's Penn Station and the trains that go there from New Jersey are constantly beset by power outages, congestion, and inefficient operation. The existing North River Tunnels were damaged by Hurricane Sandy, with no plan to build additional tunnel capacity except Gateway. At least one more tunnel, if not two, must be built as soon as possible. The antiquated and non-standard power and signal systems in use there have no place on a modern railroad. Portal Bridge in nearby New Jersey is an unreliable choke point, but Gateway pushes for two new spans, when one will be sufficient. Further south, the 1873-vintage Baltimore Tunnel is a choke point and a security hazard. Further north, Metro-North track in Connecticut is not up to the appropriate standard for track on such a heavily-used line as the NEC. In Massachusetts, the MBTA has filed an action to have the PRIIA §212 declared illegal.

Before any grand plan is implemented, it is necessary to fix the existing problems on the NEC: tunnels to New York Penn Station, Portal Bridge, the Baltimore Tunnel, track improvements on the Metro-North-owned portion of the line, and equitable financial arrangements for "commuter" railroads which operate on the NEC. We are also concerned about the planning frontier of 2040. According to Amtrak, the existing North River Tunnels must be taken out of service for repairs no later than 2034. The Gateway project calls for new tunnels, with no promise earlier than 2030. This is an unreasonable risk to the mobility of the region. We call for the entire NEC to be upgraded to a state of good repair that is appropriate for a modern passenger railroad, before any further plans are made. **FIX IT FIRST!**

---

RICHARD RUDOLPH, Ph.D., Chairman

Rail Users' Network – Box 8015, Portland, ME 04104



**NEC DEIS Comments - RECORD #1202 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Bill and Sandra

**Last Name :**

Rueb

**Stakeholder Comments/Issues :**

As residents of Old Lyme, the Tier 1 Draft Environmental Impact Statement does not consider the ecological and sociological damage from the proposed Amtrak route. Surely, planners can develop a less devastating route for the train and a bridge which will could be located adjacent to the current one so that no land needs to be seized by Eminent Domain. We are heartsick by the thought that Old Lyme will be cut in half with railroad tracks. We have protected marshlands, swallows which return yearly as they migrate south and beautiful historic buildings which will be impacted. Please re-consider the plan.

Many thanks, Bill and Sandra Rueb

**NEC DEIS Comments - RECORD #454 DETAIL**

**Status :**

**Record Date :** 2/1/2016

**First Name :** Sandra Y.

**Last Name :** Rueb

**Stakeholder Comments/Issues :**

Please note specifics of how the proposed Amtrak route will bisect the historic district of Old Lyme. This is

Dear Amtrak Planners for NEC future routes and Connecticut Senators,

I wanted to bring to your attention several significant errors I discovered the Tier 1 Draft Environmental Impact Statement (EIS) prepared by the Railroad Administration (FRA) for the Northeast Corridor (NEC) Future Project related to impacts to Old Lyme.

Specifically, Appendix E.09: Cultural Resources and Historic Properties, Table 1, incorrectly lists the impacts to Cultural and Historical properties in New London County by the Alternative routes being evaluated. I have attached the link to that document:

[http://www.necfuture.com/pdfs/tier1\\_deis/appendix/app\\_e09.pdf](http://www.necfuture.com/pdfs/tier1_deis/appendix/app_e09.pdf)

For example, in the section of Table 1 listing "Environmental Consequences" on "CT - New London County" (page 7) it states that the impact of Alternative 1 to the "Old Lyme Historic District" is the "same as existing NEC", which is clearly incorrect. As you know, the existing section of the NEC rail has a more southerly route through Old Lyme and does not pass through the town center or the Old Lyme Historic District - whereas the Alternative 1 proposal goes through the town center and bisects the Historic District!

There are other errors in the Table as well. Highlighting these errors in comments submitted to the FRA is important because the FRA cannot ignore

data errors in their report! This is particularly relevant in the context of specific legal requirements to which they must adhere, for example: Section 106 of the National Historic Preservation Act (NHPA), as well as Connecticut General Statutes, Section 10-386-1 to 10-386-5.

I am also attaching GIS maps comparing the different rail routes through Old Lyme of the Alternative 1 proposal versus the existing NEC rail - with and without the area of the Old Lyme Historic District highlighted as well. It may be helpful to attach these or similar maps to comments submitted.

Please note highlighted data errors with respect to Appendix E.09: Cultural Resources and Historic Properties, Table 1, since they can most authoritatively represent the Old Lyme Historic District.

Please note errors in your proposed plan and find a way not to destroy the town of Old Lyme. Thanks in advance for your consideration,

Bill and Sandra Rueb,

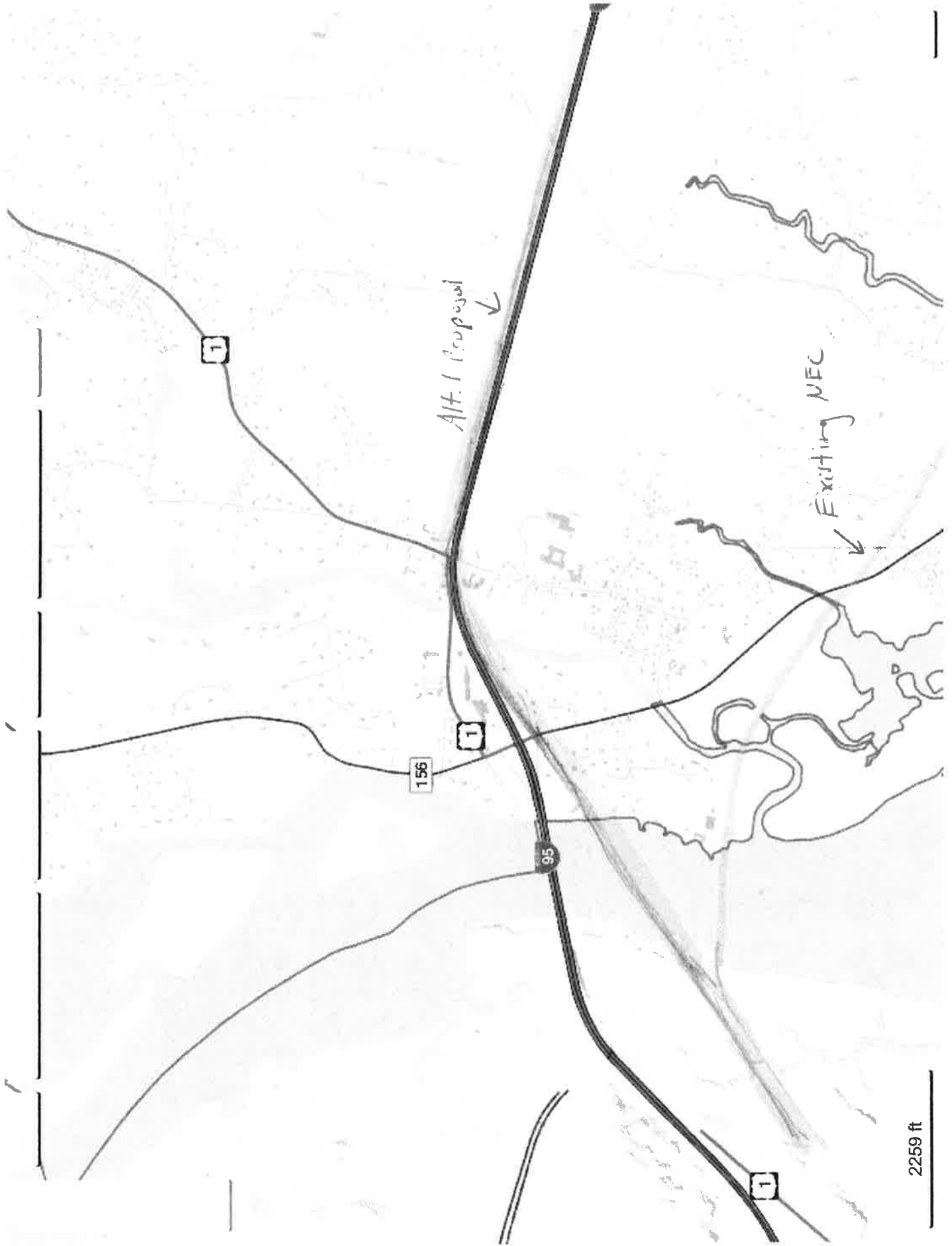
51 Lieutenant River Lane

Old Lyme, CT 06371

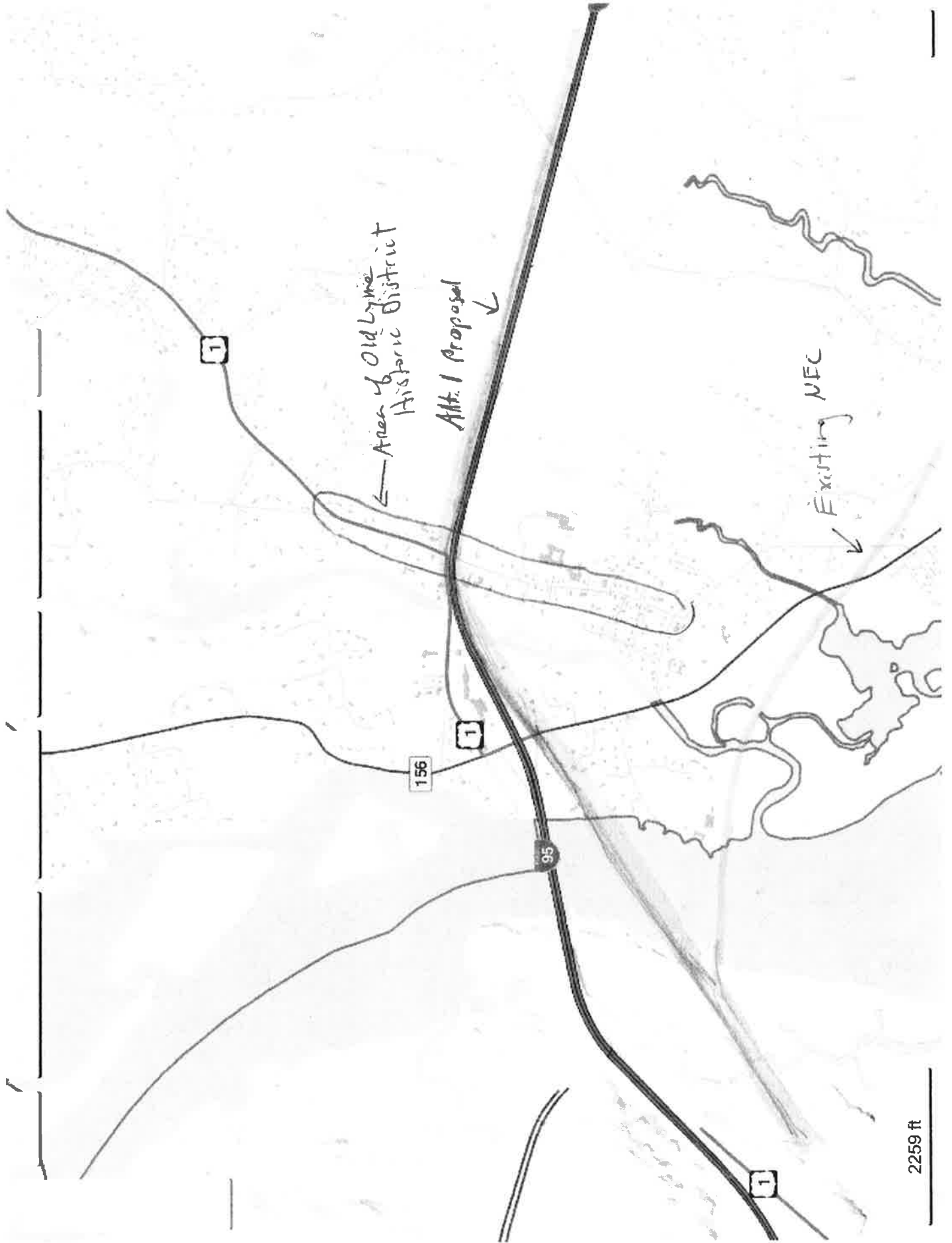
**Attachments :**

Map of Alt 1 vs existing NEC thru Old Lyme.pdf (946 kb)

Map of Alt 1 and existing NEC routes - with Historic Dist.pdf (972 kb)



2259 ft



**NEC DEIS Comments - RECORD #455 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/1/2016  
**First Name :** Sandra Y.  
**Last Name :** Rueb  
**Stakeholder Comments/Issues :**

As residents of Old Lyme, we are disheartened by the proposed changes in the Amtrak route which would negatively impact the town of Old Lyme and disturb the estuaries nearby. We selected this quiet community for its beauty and tranquility. We don't need a train running next to the Old Lyme Shopping Center which comes at an exorbitant cost.

As you can see, we live along the Lieutenant River which is a beautiful spot that resonates with visitors to The Florence Griswold Museum, nearby inns, and kayakers and fishermen who enjoy this beautiful spot along with the wildlife who inhabit the area.

You have wasted taxpayer dollars for a small proposed return and you have disregarded residents and their representatives during the planning phase. Shame on you! As taxpayers and voters we are furious.

Please consider residents of our town when you amend your plan and plan for a higher railroad bridge across the Connecticut River, if this is the issue.

Many thanks for your consideration,

Bill and Sandra Rueb

Sandra Y. Rueb

William G. Rueb

[REDACTED]

Old Lyme, CT. 06371

[REDACTED]

[REDACTED]

**NEC DEIS Comments - RECORD #511 DETAIL**

**Status :** Action Complete

**Record Date :** 2/3/2016

**First Name :** Sandra & Bill

**Last Name :** Rueb

**Stakeholder Comments/Issues :**

This plan of rerouting Amtrak through the town of Old Lyme is ill-advised. There will be ecological damage to the environment both wild life and plants as well as a drastic change to our beautiful community. We live next to the Lieutenant River which will be totally destroyed by both the noise and construction. Naturally, this will devalue our properties and destroy our town center. Please re-think the strategy and build a higher bridge in its present location. Bill and Sandra Rueb



**NEC DEIS Comments - RECORD #1464 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** Heather

**Last Name :** Rumm

**Stakeholder Comments/Issues :**

I strongly disagree with the new proposal to put new tracks that cut through Old Lyme, CT. This idea will destroy historic buildings and homes. it would also destroy the town ideal of open space, conservation and preserving heritage. This is completely inconceivable.

**NEC DEIS Comments - RECORD #1471 DETAIL**

**Status :** Action Completed

**Record Date :** 2/14/2016

**First Name :** Philip

**Last Name :** Rumm

**Stakeholder Comments/Issues :**

I am strongly against this railroad construction. Destroying the quaint, historical town of Old Lyme does not seem to balance with saving train passengers 30 minutes of travel time. At a cost of \$66 billion dollars for construction this would translate to a cost of 2.2 billion dollars per minute of travel saved. Does this make economic sense? How many homes and businesses would be torn down? How will schools be effected? How will Old Lymes environment be preserved?

**NEC DEIS Comments - RECORD #2686 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Sue

**Last Name :**

Rummel

**Stakeholder Comments/Issues :**

I oppose Alternative 1 as it would greatly impact the Old Lyme Art Academy

**NEC DEIS Comments - RECORD #1223 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Martha

**Last Name :**

Rumskas

**Stakeholder Comments/Issues :**

They just built a new bridge in Niantic! Will this go to waste!! Do they really think they can tear apart Old Lyme's Historic district? I would almost think that some big, rich , developer wants the water front land to build mansions on the water or condos at the price of ruining the lives and historic wealth of Old Lyme!

**NEC DEIS Comments - RECORD #419 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/30/2016

**First Name :** Martha

**Last Name :** Rumskas

**Stakeholder Comments/Issues :**

Just improve the line that exists. Old Lyme is the oldest town on this side of the river. This would be a great loss to the history of CT. We are not a commercial based town. Change it in a larger town! They are insane!!! I have lived here 42 years. I have seen this town change and not all for the better. This cannot happen!

**NEC DEIS Comments - RECORD #1236 DETAIL**

**Status :**

Pending

**Record Date :**

2/14/2016

**First Name :**

Tina

**Last Name :**

Rupp

**Stakeholder Comments/Issues :**

The new segment of rail proposed for the NEC will greatly disrupt the beauty and peacefulness of this historic area of the country. I propose leaving the NEC as it is and instead build a line that goes from NYC up through Hartford and on to Boston. The biggest problem is getting from Boston to NYC quickly. I live in Old Saybrook and it is only a quick 2 hour trip to either city, it is fast and easy just as it is. I work in NYC and have clients come from Boston to NYC frequently and they have no problem with Amtrak as it is. They say that it is an easy trip.

**NEC DEIS Comments - RECORD #385 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/29/2016

**First Name :**

Pam

**Last Name :**

Russell

**Stakeholder Comments/Issues :**

This plan will destroy and distort the historic community here in Old Lyme. Leave the tracks where they currently are. As a resident of Old Lyme I am completely opposed to this plan!

**NEC DEIS Comments - RECORD #1676 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Shelley

**Last Name :**

Russell

**Stakeholder Comments/Issues :**

I am against the tier 1 draft as it will adversely affect the historic and beautiful Lyme street. It will lower the house values in old Lyme and displace people from their homes.



**NEC DEIS Comments - RECORD #108 DETAIL**

**Status :** Pending

**Record Date :** 1/6/2016

**First Name :** Alissa

**Last Name :** Russin

**Stakeholder Comments/Issues :**

DO NOT BUILD ON TOP OF VITAL BRUSH AND FOREST. Build on top of abandoned train work or roads.

**NEC DEIS Comments - RECORD #2695 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Debra

**Last Name :** Russo

**Stakeholder Comments/Issues :**

Absolutely Not.. Keep our shoreline towns as charming as they are... also can be very dangerous,  
The train ride thru these shoreline towns are just  
beautiful.. Who thinks up these crazy ideas !!!!

**NEC DEIS Comments - RECORD #1955 DETAIL**

**Status :** ██████████  
**Record Date :** 2/15/2016  
**First Name :** Frank  
**Last Name :** Russo  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #367 DETAIL**

**Status :** **Action Completed**

**Record Date :** 1/29/2016

**First Name :** Peter S.

**Last Name :** Palmer

**Stakeholder Comments/Issues :**

Sincerely,

Kenneth Wedeen, AICP/ PP

Supervising Transportation Planner

Somerset County Planning Division

P.O. Box 3000

Somerville, NJ 08876

Telephone: 908-231-7021 Extension 7239

Fax: 908-707-1749

wedeen@co.somerset.nj.us<mailto:wedeen@co.somerset.nj.us>.

<http://www.co.somerset.nj.us/planweb/index.htm>

Please consider the environment before printing this email

Somerset County, New Jersey \* 1688-2013 \* Celebrating 325 Years

[cid:image001.jpg@01D15A8D.73BF9900]

**Attachments :** vrclettertonecfuture021516.pdf (37 kb)

**OFFICERS**

Peter S. Palmer  
Chairman

Thomas Jardim  
Vice-Chairman

Jack P. McDougal  
Recording Secretary

**RARITAN VALLEY RAIL COALITION**  
C/O SOMERSET COUNTY PLANNING BOARD  
20 GROVE STREET • P.O. BOX 3000  
SOMERVILLE, NEW JERSEY 08876-1262  
(908) 231-7021 • FAX (908) 707-1749  
rvrc@co.somerset.nj.us



February 15, 2016

**TRUSTEES**

Freeholder Matthew Holt  
Hunterdon County

George M. Ververides  
Director of County Planning  
Middlesex County

Freeholder Bette Jane Kowalski  
Union County

Robert Fazen  
Bound Brook Borough

John Lazarus  
Clinton Township

Martin Robins  
Union County

NEC Future  
USDOT Federal Railroad Administration  
One Bowling Green  
Suite 429  
New York, NY 10004

**Re: Comment on Northeast Corridor Future Tier 1 Draft EIS**

Dear NEC Future:

On behalf of the Raritan Valley Rail Coalition I submit to you the following comments supporting construction of the Hunter Flyover in all three action alternatives for the Northeast Corridor Future Tier 1 Draft EIS.

As part of all three proposed action alternatives the Raritan Valley Rail Coalition is fully supportive of constructing the Hunter Flyover to relieve a chokepoint which will allow Amtrak's and NJ Transit's Raritan Valley service to operate more efficiently into and out of Newark Penn Station. The Hunter Connection Flyover is a critical connection that will allow Amtrak trains to operate with fewer interruptions to Amtrak service on the Northeast Corridor. The Hunter Flyover will allow Raritan Valley line trains to operate by bypassing all but one of the NEC tracks allowing the Raritan Valley line trains to connect to the eastern most NEC track into and out of Newark Penn Station.

The Raritan Valley Rail Coalition requests expedited construction of the Hunter Flyover as included in the study's final Environmental Impact Statement and Service Development Plan.

Sincerely,

Peter S. Palmer, Chairman  
Raritan Valley Rail Coalition

cc: Raritan Valley Rail Coalition Board of Trustees

*Ride Rail to the Future*

**NEC DEIS Comments - RECORD #3073 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/17/2016

**First Name :**

**Last Name :**

Ryan

**Stakeholder Comments/Issues :**

In regards to Alternative 1, what would happen to the existing track between Old Saybrook, CT and Kenyon, RI? Would this track remain active? Or would the land be returned to each state?

Thank you.

Ryan

**NEC DEIS Comments - RECORD #1166 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

EILEEN

**Last Name :**

RYAN

**Stakeholder Comments/Issues :**

FRA: your current plans will heavily affect many people in southeastern Conn. in the worst way. People's beloved family homes could be lost, as well as historic sites and the tourism that is so vital to our State as well as the local economies. Please work with our Representatives to find workable solutions without these negative impacts. People should always come before profits, for without the support of the people, there will be no profits.

**NEC DEIS Comments - RECORD #2713 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Lindsey

**Last Name :**

Ryan

**Stakeholder Comments/Issues :**

I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal. The proposal would negatively impact the academic experience of students at the Lyme Academy College of Fine Arts.



**NEC DEIS Comments - RECORD #1790 DETAIL**

**Status :**

**Pending**

**Record Date :**

2/15/2016

**First Name :**

William

**Last Name :**

Ryan, Ph.D.

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #704 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** Rebecca

**Last Name :** Rye

**Stakeholder Comments/Issues :**

As a current student at Lyme Academy College of Fine Art and a frequent patron of businesses, life and culture in Old Lyme, it is absolutely necessary to that historic and artistic community that the rail NOT run through the Connecticut River estuary or the historic district of Old Lyme or the Lyme Academy College of Fine Arts. This area is a priceless gem to Connecticut that should not be tread through or treated lightly.

**NEC DEIS Comments - RECORD #1705 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Carol

**Last Name :** Ryland

**Stakeholder Comments/Issues :**

it would appear that "the public scoping process" failed to include the public of the affected communities!

**NEC DEIS Comments - RECORD #2013 DETAIL**

**Status :** ██████████

**Record Date :** 2/15/2016

**First Name :** Jeff

**Last Name :** Ryder

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2824 DETAIL****Status :**

Action Completed

**Record Date :**

2/16/2016

**First Name :**

Paul

**Last Name :**

S

**Stakeholder Comments/Issues :**

As a resident of Old Lyme, CT, I find the Alternate 1 plans to build new tracks to be unnecessary and extremely harmful to the community. Wildlife in the area would be greatly disrupted. Likewise, the cultural landscape will be damaged. The proposed plan would put tracks through a quaint downtown area that represents the best of New England. Our town is home to small but prestigious art institutions, featuring artwork inspired by the very scenery that Alternate 1 would destroy. I appreciate the work of the FRA, consider myself a novice Railfan and frequent local areas for train watching. That being said, I see no need to change the current system that is in place. The CT shoreline is well covered by local, regional and national rail service. If anything, the NEC plans should be focused inland toward the central part of the state. Please reject Alternative 1 and spare Old Lyme and the rest of southeast CT from the aggravation and destruction that would be inevitable with the plan.

**NEC DEIS Comments - RECORD #2930 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Kenneth

**Last Name :** Sabatini

**Stakeholder Comments/Issues :**

I'm trying to understand why the government continues to invest in an antiquated rail line along the coastline which could be recuperated by selling off the land for billions of dollars and we allocate the center median of interstate 95 for an easy straight high-speed rail which would utilize existing infrastructure boost economy and restore the shoreline. Amtrak does not need a scenic route, Amtrak needs a fast efficient route.

**NEC DEIS Comments - RECORD #1197 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Lisa

**Last Name :**

Sabbatino

**Stakeholder Comments/Issues :**

Our nations cultural landmarks, buildings and architecture in small towns of historic significance must be protected at all costs. The rail lines being proposed to run through towns like Old Lyme must fully comply and be accepted by the towns people and historic commissions. Please do not allow the rail to negatively affect these communities in any way. Find a better solution working with the towns people.

**NEC DEIS Comments - RECORD #2986 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Doretta

**Last Name :**

Sackville

**Stakeholder Comments/Issues :**

We have spent years trying to clean up Long Island Sound. I can't believe that putting a tunnel under the Sound to Milford Harbor is a solution that you believe is the best decision! What about the impacts? How come this has not been publicized and the citizens of Milford asked to comment?



**NEC DEIS Comments - RECORD #411 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/30/2016

**First Name :**

Paula

**Last Name :**

Sadlon

**Stakeholder Comments/Issues :**

Do not ruin our town of Old Lyme. This plan will not benefit anyone. Use the route of the existing tracks.

**NEC DEIS Comments - RECORD #1438 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Susan

**Last Name :**

Sadowski

**Stakeholder Comments/Issues :**

Keep the town authentic and real. Noisy, fast trains are horrible.

**NEC DEIS Comments - RECORD #1029 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/12/2016

**First Name :** Vladimir

**Last Name :** Sadowski

**Stakeholder Comments/Issues :**

I would like to register my strong opposition to current NEC proposal .

Surely a less severe impact on our town and its historic heritage can be found.

Any improvements to the corridor should be confined to the existing foot print.

Thank you.

Vladimir Sadowski

[REDACTED]

Old Lyme, CT

Sent from Mail for Windows 10

**NEC DEIS Comments - RECORD #1784 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Daniel

**Last Name :**

Sagalski

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #591 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/8/2016

**First Name :**

Jennifer

**Last Name :**

Salafia

**Stakeholder Comments/Issues :**

The plan for Old Lyme is horrible!!! How can you cut thru town? How can you take entire streets out and the Lyme Arts academy and the historical district? You are going to ruin the Connecticut River. The view is going to be horrible with a huge bridge cutting across the entire river area. Please I urge you to rethink this plan. Use the existing route!!! This will ruin Old Lyme, CT.

**NEC DEIS Comments - RECORD #2295 DETAIL**

**Status :**

**Record Date :**

2/15/2016

**First Name :**

Lori

**Last Name :**

Saliby

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2271 DETAIL**

**Status :** Pending  
**Record Date :** 2/15/2016  
**First Name :** Gil  
**Last Name :** Salk

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #910 DETAIL**

**Status :**

**REDACTED**

**Record Date :**

2/11/2016

**First Name :**

Joan

**Last Name :**

Salm

**Stakeholder Comments/Issues :**

Please do not consider Alternative 1. This plan will cut in half the very historic center of our small town of Old Lyme. This section of Old Lyme is central to our history economy, character and sense of community. Our shoreline is precious and one of the last remaining areas of untouched, non industrial shoreline in the state. Thank you.



**NEC DEIS Comments - RECORD #133 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/11/2016

**First Name :**

**Last Name :**

Pete

**Stakeholder Comments/Issues :**

It is important to allow cyclists to roll their bicycles on and off at all stations and to accommodate bicycles in passenger cars.

Pete Salomone

[REDACTED]

Plainville

06062-2635

[REDACTED]

**NEC DEIS Comments - RECORD #633 DETAIL**

**Status :**

Comment Complete

**Record Date :**

2/9/2016

**First Name :**

Sam

**Last Name :**

**Stakeholder Comments/Issues :**

I am a lifelong resident of Connecticut and feel strongly that Alternative 2 is the best for the state. Reinforcing rail travel through major economic hubs of our state, New Haven with Hartford and the University of Connecticut, is what best serves our state as a whole. I am a student at the University of Connecticut and, believe me, a rail line connecting rural UConn to major cities in the Northeast Corridor would greatly benefit the University and State on economic levels for generations to come.

I would also like to strongly oppose Alternative 1. When not living at UConn, I live in Old Lyme, Connecticut. Alternative 1 would take the small town I grew up in and bisect it, placing busy railroads alarmingly close to the schools, shops, and businesses that stimulate Old Lyme's economy. This is in addition to the heinous molestation of the natural resources and lands, much of which are protected from development, that are unique to the Lower Connecticut River Valley, one of the most beautiful parts of this country. If this much money is being spent, NEC Future should provide the most net benefit to those residents affected. Alternative 2 helps the most people and does the least harm to the environment. Thank You.

**NEC DEIS Comments - RECORD #1805 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Karen  
**Last Name :** Sampara  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #127 DETAIL**

**Status :**

Pending

**Record Date :**

1/10/2016

**First Name :**

DR DWIGHT

**Last Name :**

SANDERS SE

**Stakeholder Comments/Issues :**

AS A FEDERAL STAKEHOLDER I WILL GETTING BENEFITS THAT I WILL HAVE VOICE IN ALL TIER 1 ENVIRONMENTAL STATEMENTS AND I WILL USE THEM!

**NEC DEIS Comments - RECORD #903 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/11/2016

**First Name :**

William

**Last Name :**

Sanders

**Stakeholder Comments/Issues :**

I am in support of improvements to the NEC

Need to get the rail in good repair and improve existing equipment.

I like what VA is doing to help rail in VA that can help connection to the NEC better.

**NEC DEIS Comments - RECORD #525 DETAIL**

**Status :**

Not Complete

**Record Date :**

2/3/2016

**First Name :**

Manette

**Last Name :**

Sandor

**Stakeholder Comments/Issues :**

It's a shame that no better public transit exists from the Hartford area to Storrs, CT, especially because such a large proportion of students and faculty at the University of Connecticut commute from the Hartford area. The 2nd alternative proposed in the plan would create a non-automotive way for university students and employees to commute from Hartford to Storrs and back, solving this problem. The line east of Storrs would make Providence and Boston more accessible from the campus, creating the potential to draw more students from these areas.

**NEC DEIS Comments - RECORD #2851 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Shelley

**Last Name :**

Sandora

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration:

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

**NEC DEIS Comments - RECORD #1468 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** Elizabeth

**Last Name :** Sankow

**Stakeholder Comments/Issues :**

No!!!!

Please no railway thru the middle of Old Lyme CT



**NEC DEIS Comments - RECORD #2707 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Katie

**Last Name :**

Santacroce

**Stakeholder Comments/Issues :**

I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal. The proposal would negatively impact the academic experience of students at the Lyme Academy College of Fine Arts, endanger the federally protected areas of the Connecticut River Estuary and ruin the aesthetic quality of Old Lyme's nationally recognized historic district.

**NEC DEIS Comments - RECORD #799 DETAIL**

**Status :**

Not Complete

**Record Date :**

2/10/2016

**First Name :**

Gary

**Last Name :**

Santangelo

**Stakeholder Comments/Issues :**

If the United States government can spend \$1.5 trillion on the F-35 joint strike fighter jet, then they can definitely spend a few billion dollars building a dedicated high speed rail line from Boston to Washington D.C. Let's just get this done already!

**NEC DEIS Comments - RECORD #2928 DETAIL**

**Status :** Pending

**Record Date :** 2/16/2016

**First Name :** Giuliana

**Last Name :** Santiago

**Stakeholder Comments/Issues :**

The public needs more time to understand and give feed back. So far my opinion is NO, animals and water will get contaminated and affect the people that use the beaches or go fishing.

NO, NO, NOOOOO. Sounds like this was keep quiet for a reason so the public can't speak up.

Next speaker, Albert Santos.

MR. SANTOS: Hi, good evening. My affiliation is with the town of Kearny as the mayor. K-e-a-r-n-y. My first comment is just as a private citizen. As a veteran of the D.C. Northeast Corridor to Newark, and also having used rail systems throughout Europe, the investment in the Northeast Corridor is very much needed. Modernization of this corridor is needed. The times that are required to get from one city to another along the Northeast Corridor in 2016 is just remarkable, and remarkable not in a good way. So without commenting as to which of the specific alternatives would be the best investment for the corridor, I will say that it's much needed.

The reason why I'm here, however, is my parochial interest as mayor of my community. The Northeast Corridor goes right through the town of Kearny. And the bridge we often hear about and see in the newspapers and on 60 Minutes, the Portal Bridge, one side of it is in the town of Kearny.

Depending on which of these alternatives is selected, I notice there is a new segment that traverses that region. And I'm hoping that as this progress there will be coordination with the local communities that are affected by the new segment and whether -- I'm assuming the new segment will follow closely the existing segment, although I'm not sure, I could not tell from existing maps on what was made publicly available. However, depending on whether there's additional tracks and what that new segment involves, there could be very substantial impacts in my community. The Northeast Corridor traverses two estuaries, the Hackensack River estuary and the Passaic River estuary. There are wetlands. There are marshes. There are migratory birds. There's all sorts of environmental issues, of which I'm sure you're aware of. And it really depends on whether the segment moves or if it's expanded.

There's also properties along right near the Hackensack River, right near the bridge that traverses Route 7, which is a state highway, which are in the redevelopment area. So if the segment expands towards that direction, it may also impact properties that the town of Kearny is looking to redevelop in the Meadowlands district. I will note that these redevelopment efforts are significant in the town of Kearny. Our community, if you look at the median household income and if you look at the per capita median income in the town of Kearny, it is substantially lower than the median income for the state of New Jersey. So there are impacts -- if there are impacts on a community, on properties which could be ratables are taken, and if there are impacts in the community where -- we lost our train service, commuter train service in 2002. You know, 75 years ago there were three commuter rail stations in the town of Kearny. That was a different industrial era, I realize that, and this is a very -- broader perspective here today than my parochial interest. But if there are going to be impacts on my community, whether it's properties that are affected, whether it's roadways that are affected, that I'm hoping that you will work closely with the local communities, you will understand who your local communities are, and you will also hopefully understand how some of these local communities have not benefited from the Midtown Direct Line, for example, that New Jersey Transit did. Have not benefited from Secaucus Transfer. And my community is one of those. So I'm hoping you're sensitive to that as this progresses.

And again, let me finish what I started. I think this

investment is sorely needed. We need to modernize our rail corridor.

Thank you.

THE MODERATOR: All right, thank you. Thank you very much.

**NEC DEIS Comments - RECORD #1893 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Gloria

**Last Name :**

Santos

**Stakeholder Comments/Issues :**

I oppose alternative 1 of the Northeast corridor futures proposal because it will destroy the campus of Lyme Academy college of fine arts of the University of new Haven

**NEC DEIS Comments - RECORD #2044 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Sujee

**Last Name :** Saparamad

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1226 DETAIL**

**Status :**

Pending

**Record Date :**

2/13/2016

**First Name :**

Bryan

**Last Name :**

Sardo

**Stakeholder Comments/Issues :**

I request that you do not choose alternative one as it will divide a much treasured area of Connecticut, the historic district of Old Lyme, CT as well as cut through a marshland in Old Lyme which many of us consider a wonderful environmental and recreational area. This is a beautiful, quaint, and quiet town which cannot afford such a large impact. Please do not utilize alternative 1.



**NEC DEIS Comments - RECORD #2304 DETAIL**

**Status :**

Review Complete

**Record Date :**

2/15/2016

**First Name :**

John

**Last Name :**

Sargent

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1748 DETAIL****Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Edward

**Last Name :**

Sarisley III

**Stakeholder Comments/Issues :**

Please support long-term growth of the NEC in order to provide maximum transportation opportunities. As a graduate student at The University of Maryland and living in Connecticut, I have taken multiple trips aboard Amtrak. Opportunities for faster and more frequent service would strengthen the economy through the creation of construction and operational jobs, and promote business and trade amongst New England companies. Alternatives 2 and 3 that include UCONN, the #1 public university and top 20 in the country, will allow the nearly 30,000 students and hundreds of faculty improved transportation options for travel.

**NEC DEIS Comments - RECORD #1706 DETAIL**

**Status :**

**Record Date :**

2/15/2016

**First Name :**

Dr. Edward

**Last Name :**

Sarisley

**Stakeholder Comments/Issues :**

My first job out of UConn Civil Engineering school was inspecting 100+ year old RR bridges along the NEC in Ct. I saw first hand, the age and deterioration of this antiquated and ailing system with excessively curved alignments and failing bridges. Another first hand knowledge of the NEC was procuring and visiting my student interns that worked on the electrification from N.H. to Boston.

I have reviewed this entire document and believe that the only way for our country, and particularly the aging infrastructure of the northeast, to not fall further behind other industrialized countries is to follow their lead and fully build out Alternative 2 then 3.

Edward Sarisley, Ph.D., P.E., F.ASCE, M.NSPE

Professor, Construction Management

School of Engineering, Science & Technology, CCSU

**NEC DEIS Comments - RECORD #1395 DETAIL**

**Status :**

Unread

**Record Date :**

2/14/2016

**First Name :**

Michael

**Last Name :**

Sarlin

**Stakeholder Comments/Issues :**

I am opposed to Alternative 1 because of the disruption it will cause to the shoreline communities in around the Connecticut River. It also fails to include the coming danger of service disruptions from the effects of global warming. Rising sea level and increased severity of storms are a significant risk in low-lying shoreline areas. Alternative 2 makes much more sense and the increased cost is really so small compared to the number of people affected and the eventual environmental impact. I am prepared to pay the required increase in taxes (my share, of course).

**NEC DEIS Comments - RECORD #436 DETAIL**

**Status :**

Review Completed

**Record Date :**

1/31/2016

**First Name :**

Susan

**Last Name :**

Saulnier

**Stakeholder Comments/Issues :**

Preserve nature there isn't much of it left.

**NEC DEIS Comments - RECORD #2310 DETAIL**

**Status :**

**Minor Comments**

**Record Date :**

2/15/2016

**First Name :**

David

**Last Name :**

Saunders

**Stakeholder Comments/Issues :**

Essential that NEC be upgraded to AlternativeTwo level. Both interstates and airways are overloaded and the solution to their problems is not immediately visible. Fixing the air and road problems with probably cost vastly more than fixing thevNEC.

**NEC DEIS Comments - RECORD #939 DETAIL**

**Status :**

**Record Date :** 2/11/2016

**First Name :** Diane

**Last Name :** Saunders

**Stakeholder Comments/Issues :**

TO WHOM IT MAY CONCERN:

After having read the Summary of the Tier 1 EIS, I just want to say if the FRA or Congress approach the future of the Northeast Corridor in a one to three decades-long piecemeal approach to solving the myriad of issues presented by the current condition of the corridor, the current and projected traffic in the corridor, and all the other factors discussed in the Summary, by the time you have approved the final plan for all the updates, the population, traffic, and other factors you are considering will have far surpassed projections, making what you plan now obsolete when it is actually time to implement said plans. We have a long history of doing this exact thing with highway and freeway design. I grew up in Southern California, and in many cases by the time they got new highways or freeways built, they were overloaded and highly congested within 1 year of their opening, if not sooner.

The only way to approach the NEC is to fund it for a 10- to 15 year push in all aspects from environmental studies to completion of construction and the beginning of revenue operations. It means no time wasted arguing over the route or the locally preferred alternative, mode or anything else. Funding this in a staged, one step at a time approach will result in a corridor in 2040 which will continue to fail to meet the needs of the population living in the corridor in 2040. The commitment and willingness to act boldly and quickly is what will be needed. If the FRA or Congress attempt to address the NEC in any other way, the result will be a failure.

As someone who has followed all modes of passenger rail over the last 8 years, it is my opinion if the FRA and Congress are to successfully address the issues presented by NEC Future there will be a level of commitment and political willingness to go all in on funding. The initial cost will be high; there is no getting around it. But over the life of the Corridor, it will mean the difference between a highly successful outcome and one which

turns out to have been a waste of taxpayer dollars. The United States is dead last in the development of a truly high speed intercity passenger rail network throughout the United States, not just in a few select corridors. We need a high quality truly high speed network that interconnects to regional, interregional, commuter and light rail transit systems in the US and Canada. The rest of the world is leaving us behind because our total unwillingness to address the issue head on in a rapid, bold manner. The FRA standards for rail car construction can be best characterized as overkill. It is not necessary or desirable to construction cars out of stainless steel. It make s the train so heavy they do not have the slightest chance of reaching 200 mph.

Further, we must insist that truly high speed intercity passenger rail lines be constructed on paired, grade-separated, dedicated electrified track with no at-grade crossings. Doing so results in a level of safety much higher than requiring cars to made of steel. Furthermore, signaling systems currently in use and proposed in the US are far inferior to the European standard, the European Rail Traffic Management System, otherwise known as ERTMS/GSM-R. Positive Train Control is not the answer.

I cannot stress enough the importance of my comments. You either design this well and fund it accordingly or you will build a rail corridor to nowhere. The challenges are great indeed. What concerns me is are the stakeholders up to the task. My guess is we simply do have the level of commitment necessary to ever make it happen. To be sure, this will require the same or greater commitment than we had when we started programs for the exploration of space.

Diane Saunders

  
Duluth MN 55806





**NEC DEIS Comments - RECORD #1977 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Kathleen

**Last Name :**

Saunders

**Stakeholder Comments/Issues :**

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

Better alternatives are proposed and should be considered.

**NEC DEIS Comments - RECORD #536 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/3/2016

**First Name :** Kristin

**Last Name :** Sausville

**Stakeholder Comments/Issues :**

Prefer Alternative 3, we need to expand rail and reduce travel times to encourage rail usage instead of driving!

I would consider Alternative 2 to be the minimum.

**NEC DEIS Comments - RECORD #1886 DETAIL**

**Status :** Pending  
**Record Date :** 2/15/2016  
**First Name :** Daniel  
**Last Name :** Savino

**Stakeholder Comments/Issues :**

Old Lyme is a precious asset for both Connecticut in the nation. It has a significant his store cool presents that would be destroyed by a proposal to bisect it with a new rail service. There must be a better alternative that allows for the expansion of rail service in the area without damaging the time and particularly damaging the campus of the Lyme Academy in fine arts

**NEC DEIS Comments - RECORD #339 DETAIL**

**Status :**

Action Completed

**Record Date :**

1/27/2016

**First Name :**

Candace

**Last Name :**

Sbeglia

**Stakeholder Comments/Issues :**

Dear Sir or Madam:

I am very opposed to the "Alternative 3" which has a plan of running a high speed train through Garden City, NY.

I have not seen anything about it in the newspaper, nor have I received any mailings about this. I believe it is your obligation to properly inform the public of how they intend to spend billions of tax dollars.

Sincerely,

Candace Sbeglia  
Garden City, NY

**NEC DEIS Comments - RECORD #1796 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Gary

**Last Name :** Scaife

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #82 DETAIL**

**Status :** Pending  
**Record Date :** 12/22/2015  
**First Name :**  
**Last Name :** Mayor  
**Stakeholder Comments/Issues :**

Dear Ms. Reyes-Alicea -- Attached are comments on the Northeast Corridor Tier 1 Draft Environmental Impact Statement respectfully submitted on behalf of the Village of Scarsdale. A hard copy of the attachment is being mailed to you as well.

Very truly yours, Jonathan I. Mark, Mayor

**Attachments :** IMG\_0001 (4).pdf (736 kb)

# Village of Scarsdale

Jonathan I. Mark, Mayor

Matthew J. Callaghan

Carl L. Finger

David S. Lee

Deborah Dekarek

Marc Samwick

William Stern



Office of the Mayor  
Scarsdale, New York 10583

914-722-1110

Fax: 914-722-1119

[www.scarsdale.com](http://www.scarsdale.com)

Stephen M. Pappalardo, Village Manager

December 19, 2015

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

Re: Northeast Corridor Tier 1 Draft Environmental Impact Statement Public Comments

Dear Ms. Reyes-Alicea:

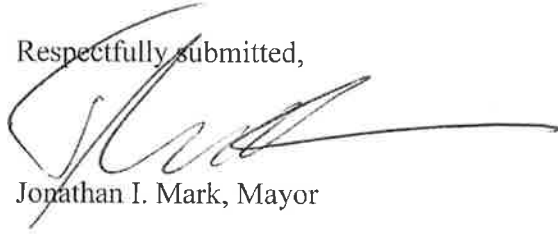
On behalf of the Village of Scarsdale, New York, I submit the following comments regarding Alternative 3 of the Northeast Corridor (NEC) Tier 1 Draft Environmental Impact Statement. While the Village strongly supports intercity passenger rail service, we are deeply concerned about the new spine included in Alternative 3. As proposed, the new spine would branch off from the existing NEC at New Rochelle, NY, and pass through the Village of Scarsdale "primarily in tunnel or aerial structure." A new rail spine through Scarsdale, whether it be by tunnel or aerial, would result in significant adverse impacts to our residents, their homes, their property values, their quality of life and the character of the Village. The future-serving new spine is also terribly costly, diverting necessary investment from other local, regional and national passenger rail, commuter rail, heavy rail, and other public transit assets.

The overwhelming backlog of state of good repair needs, both regionally and nationally, should be fully funded prior to entertaining construction of costly new lines, including the proposed NEC spine through Scarsdale. To illustrate, the MTA system constitutes a suite of critical local, regional, and national assets that must be protected with appropriate maintenance and upgraded over time to keep pace with safety and security updates, storm resilience, and commuter needs and expectations. To those ends, the MTA's 2015-2034 Twenty-Year Capital Needs report identifies nearly \$106 billion in necessary core asset investment. Similar investment is required in other economically important regions across the Nation. While we do need to plan for future needs, our expenditures must first meet the needs of the present.

Alternative 3's ambitious goal of transforming the role of rail by having it become the dominant mode choice for travel in the Northeast, relies on costly overbuilding to support future demand. In the process, it sacrifices \$155 billion in funding otherwise available to meet the overwhelming existing needs of our Nation's aging and outdated passenger rail and public transit infrastructure while also generating significant adverse impacts to the residents of Scarsdale. Therefore, I strongly urge the Federal Railroad Administration to prioritize regional and national state of good repair ahead of costly major expansions targeting projected future growth, and request that

Alternative 3 of the NEC Tier 1 Draft Environmental Impact Statement be removed from further consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jonathan I. Mark', written over the text 'Respectfully submitted,'.

Jonathan I. Mark, Mayor

Cc: Stephen Pappalardo,  
Scarsdale Village Manager



Submission ID# 65

# SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

5 Connecticut Avenue, Norwich, Connecticut 06360  
(860) 889-2324/Fax: (860) 889-1222/Email: [office@seccog.org](mailto:office@seccog.org)

---

9 February 2016

NEC Future  
USDOT, Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, New York 10004

SUBJECT: NEC Future Tier 1 Draft Environmental Impact Statement

The Southeastern Connecticut Council of Governments (SCCOG), serving as the Metropolitan Planning Organization representing 22 cities, towns, and boroughs, wishes to submit the following comments concerning the NEC Future Tier 1 Draft Environmental Impact Statement.

First and foremost, the SCCOG understands and appreciates the purpose and need of the project as stated in the EIS. The improvement of and extension of rail service to and from our region is consistent with our Long Range Regional Transportation Plan. We fully agree with the finding that the Northeast Corridor is critical to the future economic growth of this part of the country. We note that due to the general nature of a Tier 1 EIS, it is difficult to make specific comments about specific components of the project, and we do recognize that further analysis will be provided in the future pending the outcome of the alternative selected in the Record of Decision. However, we do have some concerns as to how the project might impact our region which we would like to express.

In Alternative 1, a new segment would be constructed through our region (Old Saybrook, CT to Kenyon, RI) and we are concerned about how this new segment would relate to/disrupt existing land uses in this corridor; its impacts on environmental resources; and the potential for fewer trains having stops in New London, both intercity and regional, to be scheduled in the future along the existing shoreline route.

In Alternative 2, a new route is proposed that would run northerly from New Haven through Hartford to Providence. The Tier 1 EIS identifies this route being provided to serve Intercity-Express, but again we are concerned that if constructed, it could result in less regional trains running along the shoreline route having stops in New London.

In Alternative 3, four new route options are being considered for north of New York City, all of which would travel through Hartford before continuing to Boston via either Providence or Worcester. As all of these options would create a new rail line north of the existing shoreline route, we are concerned about the impact it could have in the future on the level of investment in the

---

**Member Municipalities:**

Bozrah \* Colchester \* East Lyme \* Franklin \* Griswold \* Borough of Jewett City \* City of Groton \* Town of Groton \* Lebanon \* Ledyard \* Lisbon \* Montville \* New London \* North Stonington \* Norwich \* Preston \* Salem \* Sprague \* Stonington \* Stonington Borough \* Waterford \* Windham

*Si necesita asistencia de language, por favor comuniquese a: 860-889-2324*

existing line through southeastern Connecticut and the number of trains that would stop in New London.

Table 5.17 of the Draft EIS indicates that both Intercity and Regional rail service will expand in New London under all of the Action Alternatives when compared to the No Action Alternative, but this is counter-intuitive in a time of diminishing financial resources available for rail service and is contradictory to the finding on page 4-49 of the EIS, which in reference to the new segment from New Haven to Hartford to Providence in Alternative 2, states that this new route would “remove train traffic from 120 miles of the Shore Line route that has capacity-limited, movable bridges and over which Providence and Worcester, MA freight trains operate in addition to Shore Line East and MBTA regional rail services.” We would hope that no matter what Alternative is selected as an outcome of this EIS process, that further study be conducted to quantify the impact that new segments will have on existing rail service and funding.

Finally, we wish to express support for the position on this Tier 1 EIS taken by the State of Connecticut and the Connecticut Department of Transportation, specifically that the FRA initiate a phased Tier 2 EIS, with the first phase addressing projects critical to maintaining a state of good repair along the entire Northeast Corridor. This first phase of a Tier 2 EIS program would enable advancement of already planned and ongoing projects in Connecticut such as the historic inland route from New Haven-Hartford-Springfield-Boston. The Tier 2 EIS process must then ensure that federal funding sources will be available to advance new projects in the selected Alternative only after funding for ongoing projects is committed and appropriated.

Thank you for the opportunity to comment on this important and ambitious rail improvement plan. We stand ready to work with FRA, other federal agencies, and the State of Connecticut on the next steps required to see this important transportation plan implemented.

Sincerely,



Marian Galbraith, Mayor  
City of Groton  
SCCOG Chairman

---

**Member Municipalities:**

Bozrah \* Colchester \* East Lyme \* Franklin \* Griswold \* Borough of Jewett City \* City of Groton \* Town of Groton \* Lebanon \* Ledyard \* Lisbon \* Montville \* New London \* North Stonington \* Norwich \* Preston \* Salem \* Sprague \* Stonington \* Stonington Borough \* Waterford \* Windham

*Si necesita asistencia de language, por favor comuniquese a: 860-889-2324*

**NEC DEIS Comments - RECORD #2791 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Ted

**Last Name :** Norris

**Stakeholder Comments/Issues :**

Attached please find the South Central Connecticut Regional Water Authority's comments on the NEC DEIS. Hard copies are being mailed to the addressees.

Ted Norris

Edward O. (Ted) Norris III, P.E.  
Vice President Asset Management  
South Central Connecticut Regional Water Authority  
90 Sargent Drive | New Haven, CT 06511  
Phone: 203-401-2673 | Fax: 203-603-4922  
Email: [tnorris@rwater.com](mailto:tnorris@rwater.com) | Website: <http://www.rwater.com>  
[cid:stars.jpg@c749bf04cc0c47609577a9a927b869f9]  
Our STARS Values  
Service | Teamwork | Accountability | Respect | Safety

Please consider the environment before printing this email

This message originates from the South Central Connecticut Regional Water Authority. Unauthorized interception of this email may be a violation of federal criminal law. The sender does not accept responsibility for any loss, disruption, or damage to your data or computer system that may occur while using data contained in or transmitted with this email. The information contained in this e-mail and any attached file(s) is intended solely for the use of the individual or entity to whom this e-mail is addressed and may contain information that is privileged, confidential or exempt from disclosure. If you are not one of the named recipient(s) or otherwise are not an intended recipient, regardless of the address or routing, you have received this message in error. If you are not an intended recipient, please forward this e-mail to Ted Norris at [tnorris@rwater.com](mailto:tnorris@rwater.com) and delete this e-mail and all files transmitted with it from your system. Any other use, retention, retransmission, printing or copying of this e-mail is strictly prohibited. Thank you.

**Attachments :** NEC DEIS Comments 02.16.16.pdf (82 kb)

South Central Connecticut Regional Water Authority  
90 Sargent Drive, New Haven, Connecticut 06511-5966 203.562.4020  
<http://www.rwater.com>

February 16, 2016

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

NEC Future  
US Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

**RE: NEC Future Tier 1 Draft Environmental Impact Statement**

Dear Administrator Feinberg:

On behalf of the South Central Connecticut Regional Water Authority, thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

The South Central Connecticut Regional Water Authority is a non-profit public corporation and political subdivision of the State of Connecticut. We provide an average of 45 million gallons of drinking water a day to a population of almost 430,000 consumers in 15 south central Connecticut municipalities.

The DEIS presents three alternatives for consideration. Because the DEIS looks broadly over the entire system, no single alternative truly captures the essence of our community's core objectives, namely significantly-improved commuter travel time to New York City, together with improved travel times and more frequent service to Washington and Boston. In fact, one of the alternatives presented prescribes new alignments that could entirely bypass New Haven and some of the coastal corridor of Connecticut.

I call your attention to Alternative 3 that re-aligns much of the existing NEC. This alternative is, by far, the most costly of the alternatives at an estimated cost of \$267-\$308 billion dollars. I urge you to reject Alternative 3 which, in our opinion, will negatively impact the economics of New Haven and other urban centers. It also has the largest environmental impacts and highest costs of the three alternatives.

I encourage you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs.

In closing, let me again express strong support for the DEIS process and future improvements to the Northeast Corridor. I encourage you to issue a final EIS that recommends: (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route; (2) improved travel time and more frequent service to and from Washington and Boston on the coastal and Hartford-Springfield routes; and (3) a final decision that keeps urban areas, like New Haven, on the primary alignment.

Thank you for your time and attention to this matter.

Sincerely,

REGIONAL WATER AUTHORITY



Edward O. Norris, III, P.E.  
Vice President – Asset Management

EON:vc

cc Larry Bingaman

**NEC DEIS Comments - RECORD #774 DETAIL**

**Status :** Action Completed

**Record Date :** 2/10/2016

**First Name :** Diane

**Last Name :** Schaefer

**Stakeholder Comments/Issues :**

I am against the proposal to build and run a high-speed train through our communities. This will lower our property values, disrupt lives, commerce and compromise our already compromised environment on Long Island.

**NEC DEIS Comments - RECORD #777 DETAIL**

**Status :** ~~Not Complete~~

**Record Date :** 2/10/2016

**First Name :** Eleanor

**Last Name :** Schaefer

**Stakeholder Comments/Issues :**

I oppose to the proposal of the high-speed train running through our Long Island neighborhoods. Our taxes are high enough and we do not want to fund a project that we do not want or need. Our property values will diminish at the rate your trains will travel. Stop ruining the environment and our quality of life.

The next speaker is Michael Schaeffer.

MR. SCHAEFFER: Good evening, ladies and gentlemen.

Thank you for coming. I am a citizen involved in politics in this state, and I have a deep interest in transportation infrastructure investment in this country.

While the NEC plans are ambitious, numerous transportation bloggers have expressed deep concern over the projected costs, stating that speeds up to 220 miles per hour can be achieved at lower cost and by leveraging existing infrastructure, and that the 290 billion that is being -- that could be proposed for this corridor alone could develop the national high speed rail network.

In developed countries, the model for building for rail lines is organization before electronics, before concrete. For example, we could, like, ensure extra capacity on New York commuter rail by through-running trains, and also by adopting modern signaling systems, such as ETCS. When we are -- we need to ensure that when constructing the new segments of infrastructure for the NEC, that integration and electronics should be done before any concrete should be poured. That way we can be sure to save money and we can ensure that funds are allocated to ensure high speed trains and not waste it when other methods can be used.

I do believe that, after examining all the plans, all the alternatives presented for the NEC, I believe a combination of alternative one and alternative two would be best. We can bypass curves, existing impediments to higher speed trains. We can also ease curves in areas. And in certain areas, such as between New Haven and Providence, we could bypass the line. Except in this scenario we would be extending the Kenyon to Old Saybrook bypass all the way to New Haven.

And we should also consider, when purchasing trains, that they should have high reliability, high initial acceleration, high power to weight ratio, and ensure that they could tilt. That -- if -- that way we will be able to save money without spending two billion dollars on concrete.

We also need to avoid blown out construction costs. I do believe that currently Gateway Park Project as is costs too much, Penn South is unnecessary, and, as one person who I spoke to earlier referred to it as mainly designed by AECOM and Parsons, and approved by Schumer, Senator Schumer. We can -- it would be a lot easier to just through run to Grand Central Terminal and fight the turf battles. We all need to work together on this, we can't exactly be digging each other's own fortifications.

One transportation blogger named Avon Levi, who I'm a fan of and a friend with, he came up with an article a few years ago back about some principles for high speed rail on the Northeast Corridor. If these principles were applied, we could save -- we could develop a 220 mile per hour high speed rail line without having to leverage excess funds.

These principles are as follows, it should be considered:

Rolling stock is cheaper than infrastructure;

Speed up commuter trains instead of bypassing them.

FRA regulations should be based on service needs.

On un-bypassed shares -- shared segments, infrastructure should be built there to allow higher speeds for both existing commuter trains and for high speed inner city trains.



Make sure that the station throats allow full speed, which will allow trains to leave the platform and get up to speed faster instead of navigating through complex inter-lockings.

Fixed curves and higher speed zones. Now, an example of that in New Jersey, we could eliminate the curve at Elizabeth, but that -- and that would require taking some property, including some newly built property, but it would save time. And we could also fix the curves at Metuchen as well by passing them or also -- either in the tunnel or by just taking some property.

And lastly and most importantly, we should worry about track capacity when other track capacity factors have been optimized.

We all need to work together to develop high speed rail. I do believe Governor Florio's proposal for a public-private partnership with high speed rail is an interesting idea. In fact, Penn School of Design, in their programs on high speed rail they have advocated for such partnership for the NEC. I think -- I don't think we should like be having any ideology or ingrained practices from preventing us from pursuing any options such as that. But most importantly, we need to get high speed rail in this country. We also need to think about cost control. We need to ensure in these proposals what is necessary to have a 220 mile per hour high speed line in the country, and what isn't. And if there's something that can be done for cheaper, why don't we do it. We'll still get the same speed but it'll be less cost.

I do -- I enjoy infrastructure. I feel embarrassed that our country ranks low on infrastructure compared to other nations. We need to invest in it in order to remain competitive with the world. I'm just 25 years old, but I think the future is important for our children and grandchildren. Infrastructure improvements will allow our economy to grow and for benefits to reach for all.

Thank you.

THE MODERATOR: Thank you very much, Michael.

Thank you.

**NEC DEIS Comments - RECORD #391 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/29/2016

**First Name :** Susanna

**Last Name :** Schavoir

**Stakeholder Comments/Issues :**

Ruining Old Lyme and its history would be criminal! Find another route and leave the beauty, history and fragile marshes alone!

**NEC DEIS Comments - RECORD #1191 DETAIL**

**Status :**

Pending

**Record Date :**

2/13/2016

**First Name :**

Robin

**Last Name :**

Schechtel

**Stakeholder Comments/Issues :**

This plan is too destructive to the town of Old Lyme. This is an historic site and to run a train line through it is sheer madness.

**NEC DEIS Comments - RECORD #1400 DETAIL**

**Status :** Action Complete

**Record Date :** 2/14/2016

**First Name :** Anne

**Last Name :** Scheibner

**Stakeholder Comments/Issues :**

As someone who has watched train traffic with pleasure - in fact learned to count in the days of real freight trains - in Stonington, I fail to see that anything except better coordination and efficiency is needed to make better use of existing rail beds. If doing more infrastructure enhancement is needed, then do it but it will only further destroy what is left of our wildlife and woodland areas to put in a new rail line so close to the present one.

**NEC DEIS Comments - RECORD #2485 DETAIL**

**Status :** Action Complete

**Record Date :** 2/16/2016

**First Name :** Brian

**Last Name :** Scheinblum

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1160 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Kathleen

**Last Name :**

Schellends

**Stakeholder Comments/Issues :**

Please improve what we have. Do not spend money on new rail lines.

**NEC DEIS Comments - RECORD #2855 DETAIL**

**Status :** Action Complete

**Record Date :** 2/16/2016

**First Name :** Jane

**Last Name :** Schellens

**Stakeholder Comments/Issues :**

Alternative 1 must not be allowed to move forward as proposed. A plan that would cut through the heart of Old Lyme, specifically through the historic Lyme Street area ....the cultural center of our town, is unthinkable. I am a regular Amtrak user, and this plan will shave off very little time, and destroy the heart of our charming town.

Improve the current rail system - absolutely. Cut through the heart of Old Lyme as outlined in Alterantive 1 - absolutely not. A very ill conceived plan that must have been developed by folks unfamiliar with the irreplaceable history that would be destroyed in Old Lyme.

**NEC DEIS Comments - RECORD #2423 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Karen

**Last Name :**

Schiff

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Alternative 2 (and possibly Alternative 3) would support a university instead of destroying one, by extending rail service to the University of Connecticut. I support these options! I use the NEC rail to commute to teaching, NYC to RI.



Next speaker signed up is Barry Schiller.

MR. SCHILLER: Thank you for coming. My name is Barry Schiller. I'm an active member of the RIPTA Riders Alliance. RIPTA is the abbreviation for Rhode Island Public Transit Authority, which is a bus system.

And I think bus passengers in our alliance want to see improved rail, because if there is a better rail system, a better public transit system, then there is more passenger potential for our bus system and more interest in improving transit generally.

But it's also the other way around. If you could help in your design to improve our bus system, it helps feed people into the train system instead of driving or flying.

So what we would like you to pay attention to in Rhode Island is, first of all, at Providence Station, which is highly utilized, there is a voter-approved bond issue for a bus hub adjacent to the train station. You really have to make that work. It's important for our bus system as well as, of course, for the rail passengers. And so any improvements that you make should be compatible with a bus hub at Providence Station.

Related to that is our frustration with the bureaucratic difficulty of having unified fares. RIPTA has a fare system. The MBTA, Amtrak, they all have separate fare systems. In the highway mode, we know that there's E-ZPasses that go across state boundaries. It shouldn't be insurmountable to help us rail passengers by having a more seamless system.

We also have bus connections at Kingston which provides a market perhaps for travel to Newport by taking the train to Kingston and changing, but there's no real coordination between bus and train schedules. Anything you could do, not just on the fares, but to encourage coordination as part of the operating plan, that would be helpful. And there's even a little bit of bus presence at the Westerly station.

Also, bus passengers are not especially wealthy relative to travelers, and anything you could do to keep the fares down would be appreciated, especially on the Boston end of the Northeast Corridor rail market, where, because it's so New York oriented, there are a fair number of empty seats on many runs. So operationally, if we could sell more seats to people who can't afford high fares, if there was some discounted way to do that and cooperate between Amtrak, the MBTA and RIPTA to fill the seats and get the environmental benefit, especially with bus passengers who are very price sensitive, I think, that would be good.

In general, though, we like that you've come here,

and we hope that you continue to coordinate efforts with Rhode Islanders.

We did spend a lot of money on the freight rail improvement program. And one of the things that the RIPTA Riders Alliance notices is, in Rhode Island there's a number of very ambitious, expensive infrastructure suggestions that never materialize. Rather than the operational improvements -- we just heard another suggestion this way. So rather than spending a lot of time on what's not going to happen, it's better to spend time on infrastructure improvements that are incremental, that really help.

We spent a lot of money on this third track. The bus passengers are aware that that's going down the spine of Rhode Island. Pawtucket through Warwick is where the population lives and where we have congested roads.

So the opportunity to use that for more rapid transit is something that I hope, whatever improvements you make, preserves our ability to do that, because we have that in mind as part of our transit system here in Rhode Island.

Thank you.

**NEC DEIS Comments - RECORD #2430 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Karla

**Last Name :**

Schiller

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1781 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Beverly  
**Last Name :** Schirmeiet  
**Stakeholder Comments/Issues :**

Please do not choose to run the proposed railway through historic Old Lyme act and he Lyme Fine Art Academy.

**NEC DEIS Comments - RECORD #3057 DETAIL**

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

Though we need fast trains they should not go through historic towns & water's.

**NEC DEIS Comments - RECORD #3055 DETAIL**

**Status :** ██████████  
**Record Date :** 2/16/2016  
**First Name :** Elizabeth  
**Last Name :** Schmeelk  
**Stakeholder Comments/Issues :**

We need fast trains in this country. We are so behind Europe Japan etc.

**NEC DEIS Comments - RECORD #2440 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Matthew

**Last Name :**

Schmidt

**Stakeholder Comments/Issues :**

Putting a track through Lyme Academy would destroy a historic campus and harm important educational institution. There has to be a better option. Don't do this.

**NEC DEIS Comments - RECORD #2017 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/15/2016

**First Name :**

Ellen

**Last Name :**

Schneider

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy of Fine Arts of the University of New Haven. Not only will it destroy a growing, unique and vital educational institution, it will destroy an historic and irreplaceable landmark of the area. As a life-long resident of Connecticut (Norwalk/Trumbull) who was also employed by state government in Hartford for many years, I can attest to the fact that there is significantly more critical need for a direct rail service to go further north to Hartford and then on to Boston. It is unbelievable that Connecticut's capital is not served by mass transit connecting it to other population centers!



**NEC DEIS Comments - RECORD #2479 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Clasina

**Last Name :**

Schoen

**Stakeholder Comments/Issues :**

Please don't destroy this beautiful town by constructing tracks through it.

So at this point, I am going to call the first speaker.

Robert Schoenfeld.

Robert, do you -- is it okay for you to stand? Are you --

MR. SCHOENFELD: Yeah, I can stand.

THE MODERATOR: All right.

MR. SCHOENFELD: Okay. My name is Robert Schoenfeld. I'm just a citizen but I've been interested in railroads for many, many years.

The first thing to talk about with the BMP tunnels, they are also used for freight and make sure that the new tunnels are accessible for freight operation. That's very important, particularly for the Northeast Corridor when there's too much of a dependence upon trucks rather than railroads.

Secondly, which I didn't see in any of the paperwork, an improvement has to be made to the entire electric system across the corridor. Right now, I believe, the system is 12, 12.5 Kilovolts and 25 Hertz. This is very difficult because we -- there has to be converters to convert that from the 60 Hertz than to normal power is.

When they did -- when they redid -- when they electrified the northern portion of the corridor from New Haven to Boston, they did it at 25 Kilohertz and 60 -- 25 kilovolts, excuse me and 60 Hertz. And I think that one of the things that -- one of the first things that should be done and put in the first Tier 1 proposal, is making the entire corridor from Washington Union Terminal up to Boston South Station, 25 Kilohertz -- 25 -- sorry, 25 Kilovolts, 60 hertz. And I should know that I'm an electrical engineer.

(Laughter.)

MR. SCHOENFELD: Obviously, replacing of the BNP tunnels is most important. They are really a chokehold at the southern end of the corridor.

The next most important thing, which should have been taken care of but was vetoed by a particular governor who I shall not name, were the access to the -- Access to the Region Core Tunnels, which would -- going across the Hudson to a new Penn Station. Obviously, this has to -- these tunnels are necessary because the old tunnels have to be taken out of service and repaired. Also, the East River Tunnels are in similar condition.

I know -- I haven't had -- personally when I'm go in on the Long Island Railroad but I see all the time where they have broken

rails or for other reasons that the tunnels are incapacitated.

They're also -- and the Long Island is doing this partially now, a complete rehabilitation of the old F interlocking and Harris (phonetic) interlocking, which the entrance and exit from Sunnyside Yard.

And the Long Island Railroad right-of-way mainline, the Long Island Railroad Port Washington mainline, and the -- and the -- I'm not sure what they call it now, it used to be called the New York Connecting Railroad River Line, the old New Haven Line, going up to New Rochelle. This particular line is really good because it can be made four tracks very easily, even over the Hell Gate Bridge there is provision to do it, for an additional track and it could be shared with the freight service with no problem.

The problem is Metro North and some of the bridges there. I know there was one bridge, which was built in the 1890s and keeps getting stuck. And this is a separate thing because Amtrak runs on this right-of-way rather than Amtrak owning the right-of-way, as it does in the rest of the -- most of the rest of the corridor while having control of the maintenance as it does over just about all of the rest of the corridor. So this is another chokepoint.

One of the ideas that I would have taken off, which is not in any of the Tier 1 proposals, is using the Danbury and Housatonic Railroad. The Housatonic Railroad is proposing service to New York City at some point, via the Housatonic and Danbury branch. And this line could be made two double track and brought up to speed all the way into Massachusetts.

Since Massachusetts now owns the old Boston and Albany Line in Massachusetts all the way into Holden, Massachusetts. This could be coordinated with the State of Massachusetts, including trains from Springfield also.

I think that's about all I can say -- that I have right now that would be of interest. But these proposals are very good and I hope they consider, not only what I'm saying, but all the rest of them that are in proposals right now. Where we can get the money is another problem with the current Congress.

Thank you.

THE MODERATOR: Thank you.

Thank you, Robert.

**NEC DEIS Comments - RECORD #842 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/11/2016

**First Name :**

Jeff M.

**Last Name :**

Schoman

**Stakeholder Comments/Issues :**

I am a Mechanical Engineer by profession- there are vast advantages of combining Alternative 1, 2, & 3 and eliminating "No Action"- !. Amtrak needs to offer a transportation system that provides reliable, time efficient, and cost effective movement of passengers and goods.

Less effect by storms (my father was stuck on a train in CT during the 1938 Hurricane & current location of tracks on the beach in Niantic is pathetic, the only value is scenic from a train passengers perspective)

Less lift bridges which would be better for both trains & the boating community (I am a frequent visitor by boat to this area of CT )

And more higher speed trains would benefit this country- we're behind the rest of the world-!

**NEC DEIS Comments - RECORD #2103 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Robin

**Last Name :** Schonberger

**Stakeholder Comments/Issues :**

As a resident of Old Lyme CT

I find Alternative 1 for the

Proposed High Speed Rail

TOTALLY UNEXCEPTABLE.

Please register my opposition.

**NEC DEIS Comments - RECORD #1601 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Carol  
**Last Name :** Schreter  
**Stakeholder Comments/Issues :**

To Ms. Carol Braegelmann, Office of Environmental Policy and Compliance,

Please see the attached letter in opposition to Alternate 3, in the

.... Tier 1 Draft Environmental Impact Statement (EIS) and Section4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Thank you for taking this matter seriously.

Carol Schreter, for the Baltimore Bird Club  
1905 Dixon Rd.  
Baltimore, MD 21209  
(410) 664-5151  
C.Schreter@[REDACTED]



A Chapter of the  
Maryland Ornithological Society

1905 Dixon Rd.  
Baltimore, MD 21209  
(410) 664-5151  
C.Schreter@comcast.net

Feb 12, 2016

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

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

Dear Ms. Braegelmann:

The Baltimore Bird Club strongly opposes Alternate 3 in your rail plan.

This proposal would slice off 60 acres of the Patuxent Research Refuge (PRR), including a pristine stream, wetland, riparian and forest habitat critical to a number of at-risk bird species. This would dissect the largest remaining forest block in central Maryland. The ecological integrity of this block is vital to many declining bird species such as Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

As vital habitat for these species, in 2006 the PRR was identified as an Important Bird Area (IBA).

The Patuxent Research Refuge was established in 1936 to support wildlife research. It is part of the National Wildlife Refuge system, the mission of which is "conservation, management, and where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations of Americans."<sup>1</sup>

You are at the Office of Environmental Policy and Compliance. This plan does not comply with the above mission. Feasible and less destructive alternatives exist. Please choose an alternate that does not disturb this national treasure.

Sincerely,

Carol Schreter, Conservation Chair  
Baltimore Bird Club

<sup>1</sup> National Wildlife Refuge System, Mission Statement, October 15, 2015,  
<http://www.fws.gov/refuges/about/mission.html>

---



**NEC DEIS Comments - RECORD #1820 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** David  
**Last Name :** Schroeder  
**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1506 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Nancy

**Last Name :**

Schroeder

**Stakeholder Comments/Issues :**

As a former retail business owner on the main street --- one who continues to be involved and care about the community --- I find it difficult to believe that this could even be under consideration. This HISTORIC District area it would destroy IS the heart of the community. Please, please, reconsider. Find another route. One that does not destroy at least three historic buildings, museums and library, and/or impact access to them.

**NEC DEIS Comments - RECORD #815 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/11/2016

**First Name :** Donald R.

**Last Name :** Schwartz

**Stakeholder Comments/Issues :**

Do not allow a rail line or any invasion of the preserve.

Donald R. Schwartz

Baltimore, MD

**NEC DEIS Comments - RECORD #1921 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Richard

**Last Name :**

Schwartz

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1720 DETAIL**

**Status :**

**Record Date :**

2/15/2016

**First Name :**

**Last Name :**

**Stakeholder Comments/Issues :**

Dear NEC Staff at Department of Transportation:

Please find attached and enter into the comments on the Draft EIS for NEC Future by the Maryland Ornithological Society. The document will not lend itself to good reproduction in an email window, hence i am attaching it as a Word document.

Kurt R. Schwarz Conservation Chair Maryland Ornithological Society [www.mdbirds.org](http://www.mdbirds.org) 9045 Dunloggin Ct. Ellicott City, MD 21042 410-461-1643 [krschwa1@verizon.net](mailto:krschwa1@verizon.net)



## MARYLAND ORNITHOLOGICAL SOCIETY

9045 Dunloggin Ct.  
Ellicott City, MD 21042  
[krschwal@verizon.net](mailto:krschwal@verizon.net)  
[www.mdbirds.org](http://www.mdbirds.org)  
February 15, 2016

NEC FUTURE  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004  
[comment@necfuture.com](mailto:comment@necfuture.com)

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

Dear NEC Staff:

The Maryland Ornithological Society (MOS) appreciates the opportunity to comment on NEC Future. MOS strongly opposes Alternate 3 of NEC Future. MOS is a statewide nonprofit organization established in 1945 and devoted to the study and conservation of birds and nature. Currently we have 15 chapters in Maryland. Our members frequently visit PRR to observe its wildlife, and several also volunteer at the Refuge.

This proposal would eliminate 60 acres of the Patuxent Research Refuge (PRR) to include pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. This area constitutes valuable wildlife habitat in a heavily developed area. It contains the largest forest block still in existence in central Maryland. The ecological integrity of the block is vital to many declining bird species such as Eastern Whip-poor-will, Wood Thrush, Kentucky Warbler and Prairie Warbler. It has also hosted Chuck-Will's-Widow, a very uncommon species in Maryland. Because it serves as a vital habitat for these species, PRR was recognized in 2006 as an Important Bird Area (IBA).<sup>1</sup>

PRR was established in 1936 as the Patuxent Wildlife Research Center to support wildlife research. It has since grown to 12,841 acres. It is part of the National Wildlife Refuge system, the mission of which is "conservation, management, and where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations of Americans."<sup>2</sup> Permitting a rail line to destroy publicly-owned natural resources at PRR would constitute a dangerous precedent for the nation's most beautiful and biologically diverse landscapes.

Fragmentation of forest habitat by roads, power line cuts, logging and similar intrusions

is well-documented to have serious negative impacts on bird populations. Disturbance, increased predation and nest parasitism result in reduced reproductive success and in some cases, total elimination of species from the forest. Ironically, some of the earliest work on this subject was done at the Patuxent Wildlife Research Center.<sup>3</sup>

Feasible and less destructive alternatives to destroying part of this wildlife refuge exist. While improving passenger rail traffic in the Northeast is important, it should not be at the expense of one of the last remaining green spaces between Baltimore and Washington, D. C. Please choose an alternate that does not disturb this national treasure.

Sincerely,

Kurt R. Schwarz  
Conservation Chair  
Maryland Ornithological Society

---

<sup>1</sup> IBA's in Maryland, Audubon Maryland-DC, 2015, <http://md.audubon.org/ibas-maryland>

<sup>2</sup> National Wildlife Refuge System, Mission Statement, October 15, 2015, <http://www.fws.gov/refuges/about/mission.html>

<sup>3</sup> Robbins, Chandler S. Effect of Forest Fragmentation on Bird Populations, The Passenger Pigeon, volume 41, number 3, <http://digicoll.library.wisc.edu/cgi-bin/EcoNatRes/EcoNatRes-idx?type=article&did=ECONATRES.PP41N03.CROBBINS&id=EcoNatRes.pp41n03&size=M>

**NEC DEIS Comments - RECORD #101 DETAIL****Status :****Record Date :** 1/5/2016**First Name :** James**Last Name :** Schwarzwaldner**Stakeholder Comments/Issues :**

Benjamin Franklin said, "A penny saved is a penny earned." Well a minute saved is a minute earned. The costs of increasing top speeds on the NEC may be a geometric progression, that is, for each extra mile per hour in top speed, the capital cost of achieving that higher speed may be increasing at an increasing rate. Therefore, I suggest that in the Tier 2 EIS there is a thorough examination of present "dwell times" with present Amtrak equipment at all NEC stations. In particular the number and location of doors per coach and width of doors per coach impacts boarding and alighting times. For instance if there were two or three sets of double doors per coach, the dwell times at intermediate stations might be cut by half or two thirds. This manner of time savings may be less costly to achieve than making the railroad capable of say 160 miles per hour versus 145 miles per hour. I understand new trains will be purchased for the NEC. The only downside is you would lose a few seats per coach with wider doors and / or more doors per coach. Secondly, consideration should be given to using a coach along the lines of the "multilevel coach" used by NJ TRANSIT. Seating capacity with two levels is much greater than a single level coach and the ends of each multilevel coach for Amtrak NEC service could be devoted to just boarding and alighting purposes, that is, no seating. Seats on both upper and lower levels could be assigned by destination like most airlines and Amtrak long distance trains do. Then persons that are getting on or off at intermediate stations could be assigned to the lower level to speed boarding alighting, with persons destined for the terminal stations assigned to the upper level. I'm assuming the new tunnel in Baltimore will accommodate the height of a NJ TRANSIT style multilevel coach. I note that Tier 2 will look at characteristics of the regional rail and transit systems along the NEC and the "connectivity" of these commuter systems with NEC service. Again a minute saved is a minute earned. Many commuter rail services operate in the off peak or base on hourly headways. If the commuter rail services operated on say 30 minute headways in the base period, then all things being equal, an NEC passenger beginning or ending their trip on commuter rail or using commuter rail for a leg of a "through, multimodal " trip could save on the average 15 minutes in travel time if the commuter train operated every 30 minutes versus every 60 minutes. That is a significant savings in travel time. It represents a trade off in additional operating costs for more frequent commuter service versus more capital intensive costs to raise speeds on the NEC to save 15 minutes. A thorough study of access and egress modes for projected NEC travelers is highly desirable. With Uber, Lyft and others getting into the car or ride sharing or taxi business, those who access or egress NEC stations in the future may do so in different proportions than today. Drive and park, walking and bicycling are also options to access or egress NEC stations. Apparently considerable time has been spent developing conceptual service plans for future NEC trains for the Tier 1 EIS Alternatives. 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. Intercity bus will be stuck in traffic on I-95, the journey between Philly and D.C. or New Jersey and Virginia has only gotten more difficult as highway volume has increased. A low cost, local stop train service between Trenton and D.C. could pick up a lot of business maximizing the investment in NEC infrastructure. North of Trenton the train consists of NJTRANSIT are too long to participate. Thanks for the chance to comment.



**NEC DEIS Comments - RECORD #2514 DETAIL**

**Status :**

**[REDACTED]**

**Record Date :**

2/16/2016

**First Name :**

Anemone

**Last Name :**

Schweizer-Kaplan

**Stakeholder Comments/Issues :**

I'm strongly opposed to alternative 1 of the North East Corridor Futures proposal. The highway 95 corridor is already impacting the environment gravely. Build a new train trades further inland!

**NEC DEIS Comments - RECORD #1630 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Dave  
**Last Name :** Schwenker  
**Stakeholder Comments/Issues :**

We have very little woodlands left in the DC-Baltimore corridor why do we have to use acreage in a NWR for a rail line?? It does not make much sense!! We need to find a better alternative.

Sincerely,  
Dave

Dave Schwenker  
American

[REDACTED] 95 Defense Highway, Annapolis, MD 21401

Direct: Line [REDACTED]

[REDACTED] FAX [REDACTED]

-----  
[REDACTED] [www.American-Bus.com](http://www.american-bus.com/) <http://www.american-bus.com/>

[REDACTED] The Bus & Sprinter Professionals

**NEC DEIS Comments - RECORD #2898 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Jules

**Last Name :** Sciocchetti

**Stakeholder Comments/Issues :**

This entire process has been done in poor fashion and should be extended .

That being said its obvious why they are being sneaky, nobody wants it and it's not necessary. This house is against it!!!!

**NEC DEIS Comments - RECORD #971 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/11/2016

**First Name :**

Helen

**Last Name :**

Scott

**Stakeholder Comments/Issues :**

As a life long resident of Old Lyme as well as the daughter and granddaughter of life time residents I absolutely oppose this plan which will destroy the downtown area of Old Lyme, the historic district, the schools Pre-K, 6-12 as well as the Lyme Academy of Fine Arts (college) and bring no benefit, financial or otherwise to the area. This plan will also have a huge and I believe negative impact on the fragile eco system in the estuary at the mouth of the Connecticut River.

**NEC DEIS Comments - RECORD #2468 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Richie

**Last Name :**

Scott

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2195 DETAIL**

**Status :**

**UNREPLY**

**Record Date :** 2/15/2016

**First Name :** Emily

**Last Name :** Scranton

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1778 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Lisa

**Last Name :**

Scranton

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

Lisa Scranton

Next speaker is Carl Amento.

And thank you all so far for being concise in your remarks. It's very helpful.

MR. AMENTO: Good evening. I also want -- my name is Carl Amento, and I'm from the South Central Regional Council of Governments. That's the 15 municipalities in this region, centered on New Haven. We run from Milford to Madison to Meriden, and I represent the mayors and the first selectmen from that area.

I too want to commend you, as Mr. Piscitelli did, for the wonderful job you've done. We've been coming to these hearings here for the last several years, and the process has been really open and responsive, which has been great. And of course the EIS document itself, to the extent that I have plowed through it and my staff has, also just seems to be a great job.

In particular, I wanted to commend you too for including in all of the alternatives, really, except the no-build one, the importance of the state of good repair in the area between New York City and New Haven. That is where the demand is. That is really where the action is in terms of ridership and demand for ridership. And there is such a fragile situation with the bridges there that I'm glad that that has been moved up to prominence in all of the alternatives that involve building.

Obviously the importance to the economic development of not only the region but the country is at stake, and particularly in that corridor between New York and New Haven.

At this point, although we'll be submitting formal comments once I've had a chance to really talk to the mayors and first selectmen -- we have a meeting coming up, and we'll go over this in more detail -- at this point I'm just off the cuff, but we'll be submitting formal comments to you before January 30th.

At this point, we really favor both Alternatives 1 and 2. They both seem to be really getting at a sweet spot between, you know, doing nothing, which is just going to be -- would be a horrendous mess, and Alternative 3, which seems like -- it's very visionary, and I commend you for that, but it would be extremely expensive, and also the new development in new areas would involve really a lot of impact on the environment.

So at this point, 1 and 2 seem to be good, measured responses to the situation and a balance between the environment and the economy. Thank you.

MS. SIEGEL: Thank you.



# SCRCOG

## SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

---

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

---

Carl J. Amento, Executive Director

February 16, 2016

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

NEC Future  
US Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

**RE: NEC Future Tier 1 Draft Environmental Impact Statement**

Dear Administrator Feinberg:

On behalf of the South Central Regional Council of Governments, we thank you for the opportunity to comment on the Federal Railroad Administration's NEC Future Draft Environmental Impact Statement ("DEIS"). The DEIS is a milestone achievement that will enable the future development of the Northeast Corridor in a manner that improves passenger experiences and supports economic development.

The South Central Regional Council of Governments represents the fifteen municipalities in the greater New Haven region.

The DEIS presents a series of alternatives for consideration. Because the DEIS looks broadly over the entire system, no single alternative truly captures the essence of our region's core objectives, namely dramatically improved commuter travel time to New York City together with improved travel time and more frequent service to Washington and Boston. We feel strongly that the DEIS should address those areas that must be addressed to meet these objectives. In fact, some of the alternatives presented still present new alignments which bypass New Haven and/or the entire coastal corridor of Connecticut. These bypass routes do not support the knowledge-based and innovative economies of southern Connecticut, nor do they merit further consideration by the FRA based on the technical analysis presented in the DEIS.

We call your attention to the significant environmental impacts associated with the Alternative 3 route through central Connecticut, which is anticipated to affect over 42,000 acres of developed

land and another 30,000 acres of undeveloped land (Page 7.2-5). Such a pronounced change in development in largely rural portions of Connecticut is inconsistent with the State of Connecticut's Conservation and Development Policies, which calls for the State to "conserve and restore the natural environment, cultural and historical resources and traditional rural lands." Our State, furthermore, places a high emphasis on its existing urban centers, with focused reinvestment in center cities, inner ring suburbs and transit-rich environments.

Rather, we urge you to support Connecticut's center cities by focusing your recommendations on the existing coastal corridor and the Hartford-Springfield line. The South Central region, along with New Haven, and the other regions and cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs. Many of New Haven's neighborhoods are economically distressed. From an environmental justice perspective, it is equally important to support these communities and not circumvent them through bypass alignments.

In closing, let us again express strong support for the DEIS process and future improvements to the Northeast Corridor. We encourage you to issue a final EIS that recommends (1) dramatically improved commuter travel time from New Haven to New York City on the coastal route, including the necessary infrastructure improvements; (2) improved travel time and more frequent service to and from Washington and Boston on the coastal route, Hartford-Springfield route; and (3) a final decision to not move forward with the Central Connecticut alignment.

Thank you for your time and attention to this matter.

Very truly yours,

A handwritten signature in black ink that reads "Carl Amento". The signature is written in a cursive, flowing style.

Carl Amento  
Executive Director

cc: SCRCOG Chief Elected Officials

**NEC DEIS Comments - RECORD #348 DETAIL**

**Status :** ██████████  
**Record Date :** 1/28/2016  
**First Name :** Otis  
**Last Name :** Scrivens  
**Stakeholder Comments/Issues :**

To whom it may concern:

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. Here is a little more on Wilmington's possible future (see attached):

The Riverfront Location: The expansion of the newly refurbished Amtrak station to allow for a variety of transportation options will create Delaware's new "Intermodal Transit Center" as follows:

Intermodal Transit Options (Wilmington Phase I)

?

\* Hub for Local DART Bus Services

?

\* Hub for National Bus Services

?

\* Onsite Philadelphia Airport Airline Ticket Booths (with luggage check-in)

?

\* Express Rail Access To Philadelphia International Airport

?

\* Hub for Airport Shuttle Services (Philadelphia & New Castle County)

?

\* Hub for Car Rental Services

?

\* Taxi Service Parking Area

?

\* Consider Future Ferry Services

?

\* Consider Future Expanded State & Regional Rail Services

Thanks,  
Otis Scrivens  
CP: 302-229-0363  
Newark, Delaware

**Attachments :**

Wilmington\_Transit\_Center\_Site\_II\_V1.4[1].pdf (610 kb)

# Intermodal Transit Center

At Riverfront Wilmington

6/6/2011



Revised: 1/1/2016

Otis Scrivens

302-229-0363

## Contents

Introduction:.....	3
The Case for an Intermodal Transit Hub in Wilmington, Delaware:.....	4
The City of Wilmington’s potential for increasing the number of transit users:.....	5
Wilmington, Delaware by the numbers:.....	7
Federal Financing Sources (and Programs):.....	8
Joint Development.....	8
Tools & Programs.....	9
Advance Construction and Partial Conversion of Advance Construction.....	9
Existing Intermodal Transportation Centers:.....	11
Downtown New Rochelle.....	11
The Ogden Transit Center.....	12
METRO's downtown Akron Transit Center.....	13
Fort Worth Intermodal Transportation Center (ITC) Station.....	14

## **Introduction:**

Dear Reader:

I wanted to share with you that as a Project Manager I have been trained to look at a client's project Charter from the business perspective, assess the client's (customer) needs and then document a path that would result in the implementation of positive changes. It is with an eye toward that same methodology that I looked at the public transportation needs for the city of Wilmington.

As a consultant, I have had the opportunity to travel to such great American cities as Chicago, Omaha, and Philadelphia which has enabled me to experience public transportation outside of the Wilmington metropolitan area. It was from this perspective that I researched and documented the attached proposal for moving our public transportation system toward the Intermodal model which has been our country's adopted national model since the 1990s.

I believe that as a Delawarean, it is my civic responsibility to share with you ideas that could result in improvements for our state's citizens from both an economic and quality of life perspective. It is for these reasons that I will continue to encourage you to consider every viable option when it comes to our state's transportation goals and/or needs.

Thank you for your time and consideration.

Sincerely,  
Otis Scrivens, Jr.  
302-229-0363

## **The Case for an Intermodal Transit Hub in Wilmington, Delaware:**

As someone who has researched and written about the possibility of an Intermodal Transportation Center in the City of Wilmington, I think it would be a missed opportunity if we were to build a conventional standalone bus station. I believe that the approach we should take should be a catalyst for lasting changes to our transportation system that encourages mass transit usage in the state. Good transit infrastructure is often cited by employers as a reason for moving to a new city or staying and growing within their current city/state. As a result of growth in ridership, we need to reconsider the idea of Rodney Square as a bus hub and it's in the State's best interest to promote the continued growth in the number of people willing to use public transportation. When planning for any changes, we need to first understand what has made Rodney Square work as a bus hub. I believe that the reasons are as follows:

1. Convenient Location
2. Open and Safe Area
3. Clean and Aesthetically Pleasing
4. Good Natural and Evening Lighting
5. Clear View of Returning & Departing Buses
6. Ease of Bus Transfer
7. Handicap Accessible

When you understand the reasons why Rodney Square works for current bus riders, then you see the difficulty with the decision to simply move some of the buses to other downtown Streets. The problem with a standalone bus terminal is that other modes of transportation remain separate and non supportive of one another making the task of enticing more people out of their cars difficult.

The best solution is an "Intermodal Transit Center". They are facilities designed to provide public transportation users with a variety of transit options under one roof. Done correctly, these centers are hubs for local and national bus services, are easily accessible to local train services, ferry services, Taxi services, airport shuttle services and other modes of transportation. That is why I believe that the parking lot on the river side of the Amtrak train station is the perfect location for Wilmington's transit center. Another way to look at the transit center is as a location to transfer to another bus or some other mode of transportation if your final destination is not specific to downtown Wilmington (or the Riverfront). The buses would continue to stop at designated bus stops throughout the city and county but if you stay on your bus the transit center will be the terminus (the last stop).



The interior of the transit center should be comfortable and inviting for both travelers and office workers. The proximity to the Riverfront Park provides for a beautiful setting should you chose to wait outside for your bus. The center itself should include a mixture of transit booths and retail options as follows:

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

As the number of downtown workers and residents continue to grow, connecting the transit center to Market Street and to Wilmington's downtown employment centers by streetcar would make the downtown area more walk-able and further encourage transit use by increasing its convenience/accessibility. The idea here is if you are an employee who decided to take public transit into work in Wilmington you would still have mobility within the downtown and easy access to a one stop shop that has various types of transportation should an emergency occur requiring you to return home quickly.

Source - "The Smart Growth Manual" (page 37):

*"While light rail is better at providing regional mobility, investments in streetcars are better at targeting smaller urban corridors. Buses, while less expensive, do not provide the permanence or civility of streetcars and therefore are not as effective at urban revitalization."*

Authors: Andres Duany, Jeff Speck with Mike Lydon

## **The City of Wilmington's potential for increasing the number of transit users:**

**From Wikipedia, the free encyclopedia**

**"Joseph R. Biden Jr. Railroad Station**, normally called **Wilmington Station**, is a passenger rail station in Wilmington, Delaware, formerly known as Pennsylvania Station. The station is located on Front Street between French and Walnut Streets in downtown Wilmington. It has one inside level which has stores, a cafe, Amtrak and SEPTA ticket offices, a car rental office, and a post office; passengers board their trains on the second story train platforms. It is served by Amtrak trains along the Northeast Corridor going south to Baltimore and Washington, D.C., and going north to Philadelphia and New York, the Silver Star and the Silver Meteor to Florida, and

the Cardinal to Chicago. Amtrak Thruway Motorcoach service is provided through the station to Dover and Seaford, Delaware, and Salisbury, Maryland. It is also served by SEPTA's Wilmington/Newark Regional Rail Line with service to Philadelphia and Newark, Delaware. Like all stations in Delaware, SEPTA service is provided under contract and funded through DART First State, which also provides extensive local bus service.

Continental Airlines code shares on some Amtrak trains between Wilmington and Newark Liberty International Airport. For this reason, Wilmington Station is assigned the IATA airport code of ZWI.

Wilmington Station changed its name to Joseph R. Biden, Jr. Railroad Station at a public ceremony on 19 March 2011, in honor of U.S. Vice President Joe Biden, who took over 7,000 round trips from the station during his U.S. Senate career. It will still be referred to simply as Wilmington in station announcements. Of the two Delaware stations served by Amtrak, Wilmington was the busier during the 2010 fiscal year, boarding or detraining an average of approximately 1900 passengers daily. It is the twelfth-busiest station within the Amtrak system.”

**Note:** The closest airport is the Philadelphia International Airport which is only 30 minutes away (by car) from the downtown Wilmington train station. Currently, there are no express SEPTA or Amtrak train services taking passengers through a direct route from the Wilmington Train Station to the Philadelphia International Airport.

**Source - Wikipedia, the free encyclopedia Amtrak's Wilmington Station:**

Amtrak, Wilmington fiscal year, 2010 (Commuter Train Service)

Daily passengers: 1,900

Weekday Passengers (Mon. – Fri.): 9,500

**Source - SEPTA FY 2010 Annual Service Plan:**

R-2 Wilmington (Commuter Train Service from Amtrak's Wilmington Station)

Daily passengers: 1,971

Weekday Passengers (Mon. – Fri.): 9,856

**\* Amtrak/SEPTA combined weekday Total: 19,356**

---

**Source - TBD Wilmington's National Bus Service:**

Daily passengers: Not Available

Weekday Passengers: Not Available

**Source – TBD DART First State Bus Services:**

Daily passengers: Not Available

Weekday Passengers: Not Available

*\* National Bus/DELDOT Local Bus combined weekday Total: TBD*

## **Wilmington, Delaware by the numbers:**

### **From Wikipedia, the free encyclopedia**

**Wilmington** is the largest city in the state of Delaware, United States, and is located at the confluence of the Christina River and Brandywine Creek, near where the Christina flows into the Delaware River. It is the county seat of New Castle County and one of the major cities in the Delaware Valley metropolitan area. Wilmington was named by Proprietor Thomas Penn for his friend Spencer Compton, Earl of Wilmington, who was prime minister in the reign of George II of Great Britain.

According to the 2010 census, the population of the city is 70,851, a decrease of 2.4% from 2000. The metropolitan area which includes the cities of Philadelphia, and Camden, New Jersey had a 2006 population of 5,826,742, and a combined statistical area of 6,398,896.

Population City of Wilmington: 70,851

Population New Castle County (or Wilmington Metro): 467,628

*\* Wilmington/New Castle County Total Population: 538,479*

*\* Greater Metro including Philadelphia, PA. and Camden, NJ Total Population: 5,826,742*

## Federal Financing Sources (and Programs):

### *Joint Development*

#### Source – FTA Website:

Copy and Past Into your web browser: [http://fta.dot.gov/publications/about\\_FTA\\_11009.html](http://fta.dot.gov/publications/about_FTA_11009.html)

A subset of Transit-Oriented Development, Joint Development refers to the development of real property that was purchased with FTA funds. More often than not, this real property is developed while maintaining its original public transportation purpose.

This is done by placing residential, commercial, or community service development on, above, or adjacent to property that was purchased with FTA funds. Joint Development may include, but is not limited to, the following:

- commercial and residential development,
- pedestrian and bicycle access to a public transportation facility,
- construction, renovation, and improvement of intercity bus and intercity rail stations and terminals,
- renovation and improvement of historic transportation facilities

To be eligible for FTA funds, Joint Development improvements must satisfy certain economic criteria, provide a public transportation benefit, and provide revenue for public transportation.

Here is a list of the type of improvements and activities that may be funded by FTA as part of a Joint Development project:

- Real estate acquisition
- Demolition
- Site preparation
- Building foundations
- Utilities
- Walkways
- Open space
- Safety and security equipment and facilities
- Facilities that incorporate community services like healthcare and daycare
- **Intermodal transfer facilities**
- Transportation-related furniture, fixtures and equipment
- Parking
- Project development activities
- Professional services
- Pedestrian improvements
- Bicycle improvements

To find out if your project qualifies as a joint development process, please review our joint development policy Federal Register Notice. If a grantee wishes to apply for FTA funding, the first step is to submit the Joint Development checklist to your FTA Region.

If you have a question that is not answered here about Joint Development, click here to view frequently asked questions.

## ***Tools & Programs***

### **Source - FHWA Website:**

Copy and Past Into your web browser:

[http://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_aid/ac\\_pcac/index.htm](http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/index.htm)

Innovative finance tools and programs have been designed to enhance the effectiveness of grant management techniques and bridge investment gaps between available resources and infrastructure needs. They comprise three primary mechanisms:

#### Federal-aid Fund Management Tools

Increase states' flexibility in providing the required match for Federal-aid programs and advances the timing of Federal-aid fund reimbursement

#### Federal Debt Financing Tools

Allow state and local entities to borrow against future expected revenue and Federal aid to better manage and accelerate project delivery.

#### Federal Credit Assistance Tools

Improve project sponsors' access to credit through loans and credit enhancements to better manage and accelerate project delivery.

#### Private Activity Bonds (PABs)

Private Activity Bonds are issued by a public, conduit issuer on behalf of a private entity for highway and freight transfer projects, allowing a private project sponsor to benefit from the lower financing costs of tax-exempt municipal bonds.

## ***Advance Construction and Partial Conversion of Advance Construction***

Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority

before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program.

There is no obligation or guarantee on either side. If Federal funds are not available, the state will not be able to convert the project to a Federal-aid project. In some cases, the state may choose not to convert the project, if state funds are sufficient.

Partial conversion of advance construction (PCAC) is a somewhat different approach in which the state converts, obligates, and receives reimbursement for only a portion of the Federal share of project costs. This removes any requirement to wait until the full amount of obligational authority is available. The state can therefore convert an advance-constructed project to a Federal-aid project in stages, based on cash flow requirements and availability of obligational authority, rather than all at once on a single future date. This flexibility enables a state to begin some projects earlier, delivering the benefits to the public sooner. PCAC is used in conjunction with GARVEE bonds when Federal funds are obligated for debt service payments over a period of time.

Increased advance construction flexibility was provided in Section 308 of the NHS Act (1995). FHWA can approve construction for reimbursement after the final year of an authorization period, provided the project is on the state's transportation improvement program (STIP).

#### *Process*

An AC project application may only be approved if it is included in a state's transportation improvement program (23 U.S.C. 115(c)). The AC approval process includes the following steps:

1. State identifies project(s) and requests AC designation.
2. FHWA Division Office ensures state meets financial preconditions for AC.
3. FHWA reviews and approves AC designation for project. Project agreement executed.
4. State constructs project following Federal-aid requirements.
5. State requests conversion to Federal-aid project full or partial and project agreement is modified.
6. FHWA obligates Federal-aid funds per modified project agreement.
7. State requests reimbursement for costs incurred full or partial as needed.
8. FHWA reimburses Federal-aid share of costs of state.

## **Existing Intermodal Transportation Centers:**

### ***Downtown New Rochelle***

Population of 77,062 -



#### **Location, Location, Location**

With direct access from the New England Thruway (I-95), Metro-North and Amtrak, Downtown is convenient to the tri-state area. Manhattan is only thirty minutes away by Metro-North Railroad. Amtrak's Northeast corridor service connects Downtown to Washington, DC, Boston and points in between. Limousine service takes passengers from Downtown to the two New York Metropolitan area airports.

#### **New Rochelle Transportation Center**

One of the greatest boons to Downtown and the City of New Rochelle in recent years has been the opening of the New Rochelle Transit Center. With its parking garage for over 900 vehicles and authentically renovated station, this facility offers quick Metro-North train service to New York City and Amtrak service to Boston, New York and Washington, D.C. It also houses a bus terminal, accommodating as many as 300 buses per day, and offers taxi and airport limousine service.

## ***The Ogden Transit Center***

Population of 82,825 -



This facility brings together many passenger transportation modes and simplifies transfers between them.

The Utah Transit Authority's buses, taxis, Greyhound buses, and all kinds of shuttles meet at the Transit Center on Wall Avenue alongside the Union Pacific Railroad tracks just north of downtown's Union Station. This centralized location makes public transportation to and from Ogden city both simple and easy to use.

### **It's That Easy**

You're a Salt Lake City resident and you're tired of the crowds and traffic - then hop aboard the Frontrunner for a day of fun at The Junction in Ogden, followed by your choice of fine cuisine on Historic 25th Street before boarding the train again for a leisurely ride home. Or maybe you're an Ogden resident, a sports fanatic with season tickets to the Utah Jazz - don't fight those pre-game restaurant crowds and post game traffic jams. Rather, choose from menus of everything from steak to sushi down Historic 25th Street, then let Frontrunner and TRAX get you to the game and back.



## ***METRO's downtown Akron Transit Center***

Population of 199,110 -



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

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

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

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

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

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

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

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

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

### ***Fort Worth Intermodal Transportation Center (ITC) Station***

Population of 741,206 –



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

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

#### **Customer Features:**

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

Intermodal Transportation Center (ITC)

- Opened January 12, 2002

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

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



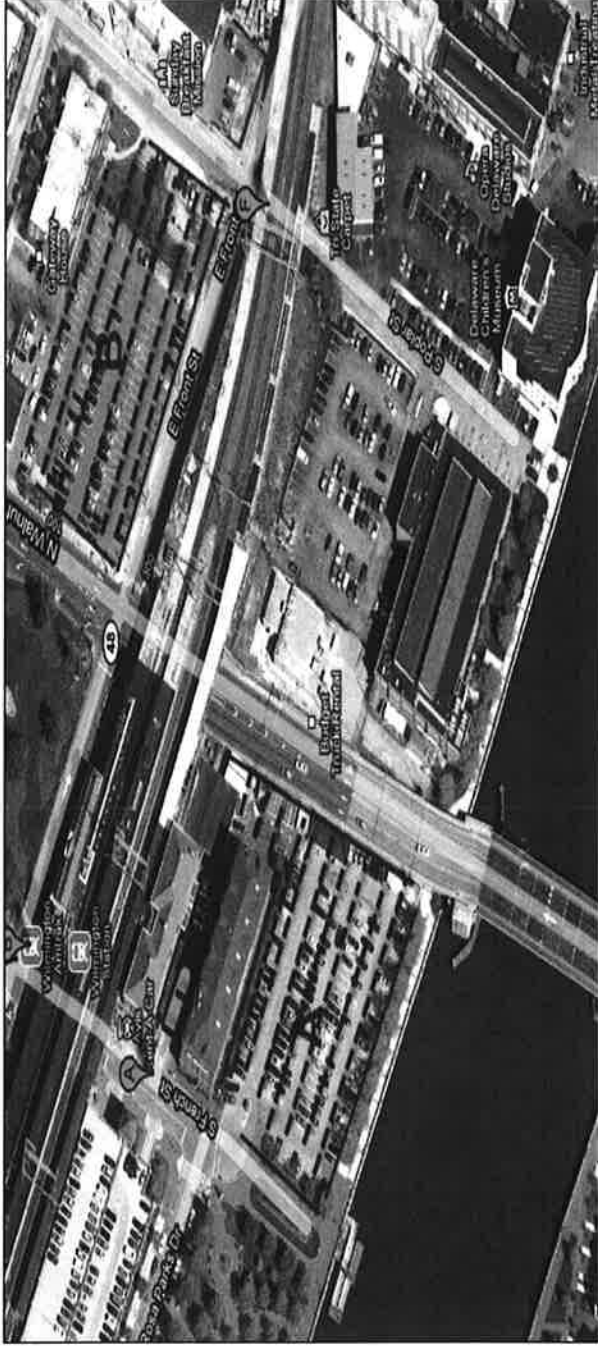
In addition to the interior and exterior amenities, customers will find visual art an integral part of the ITC. A depiction, in clay, of the history of African American businesses/life that existed at the site of the ITC between 1865 and 1940 can be seen in five panels inset into the wall of the breezeway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

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



# *The Delaware Transit Center at Riverfront Wilmington – Site Option II*

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



# *The Delaware Transit Center at Riverfront Wilmington*

- **The Riverfront Location:** The expansion of the newly refurbished Amtrak station to allow for a variety of transportation options will create Delaware’s new “Intermodal Transit Center” as follows:

- Ø **Intermodal Transit Options (Wilmington Phase I)**
- ✓ Hub for Local DART Bus Services
- ✓ Hub for National Bus Services
- ✓ Onsite Philadelphia Airport Airline Ticket Booths (with luggage check-in)
- ✓ Express Rail Access To Philadelphia International Airport
- ✓ Hub for Airport Shuttle Services (Philadelphia & New Castle County)
- ✓ Hub for Car Rental Services
- ✓ Taxi Service Parking Area
- ✓ Consider Future Ferry Services
- ✓ Consider Future Expanded State & Regional Rail Services

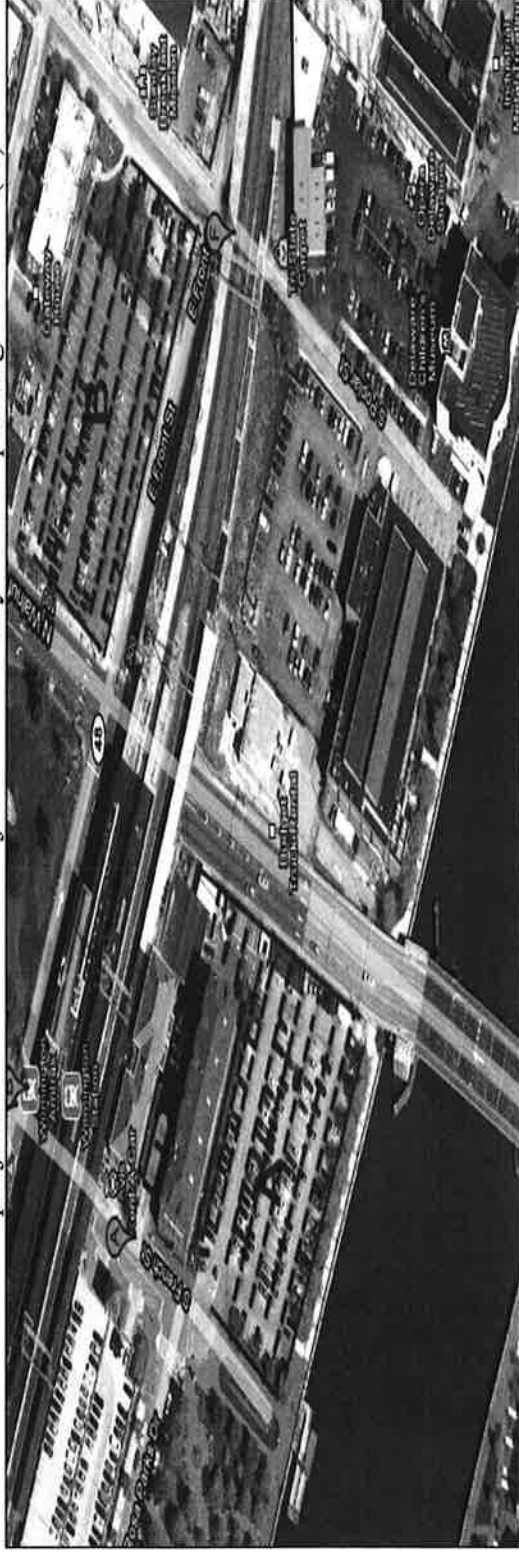
# *The Delaware Transit Center at Riverfront Wilmington*

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

# *The Delaware Transit Center at Riverfront Wilmington*

## Ø Identify Property Expansion:

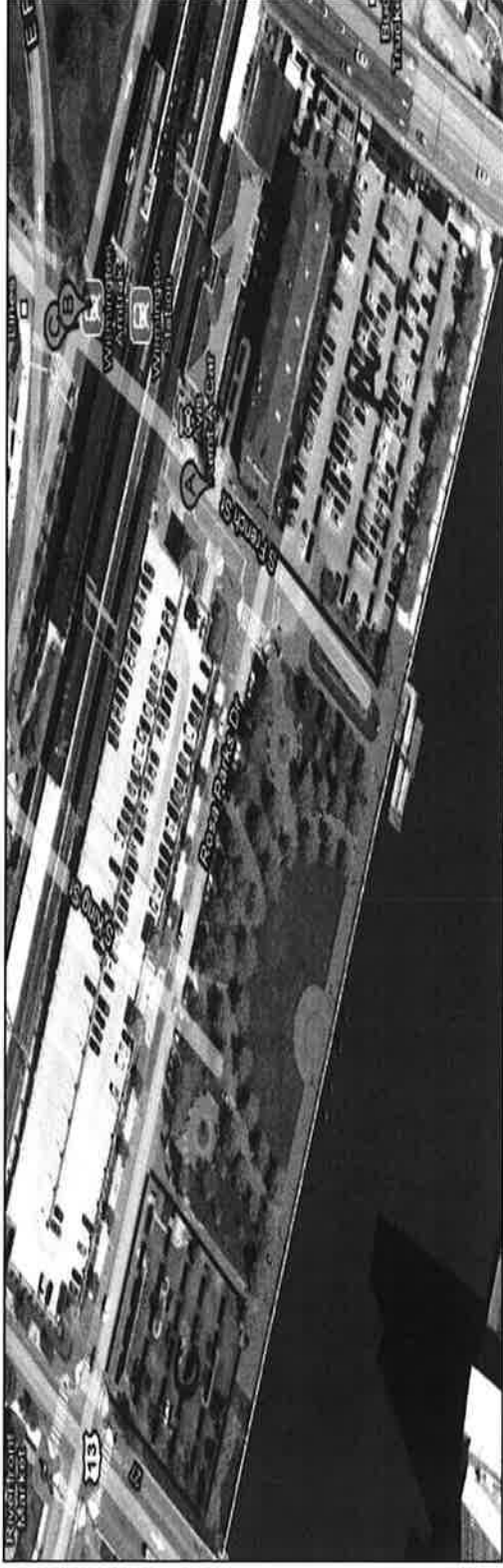
- ✓ 15 story office tower will be built (on top of the transit center) and include office space for DELDOT, the DRBA and Amtrak (A)
- ✓ The Delaware River and Bay Authority (DRBA) will add ferry services between Wilmington, Philadelphia, Chester, and South Jersey (A)
- ✓ Additional Transportation Ticket/Commuter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



# *The Delaware Transit Center at Riverfront Wilmington*

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

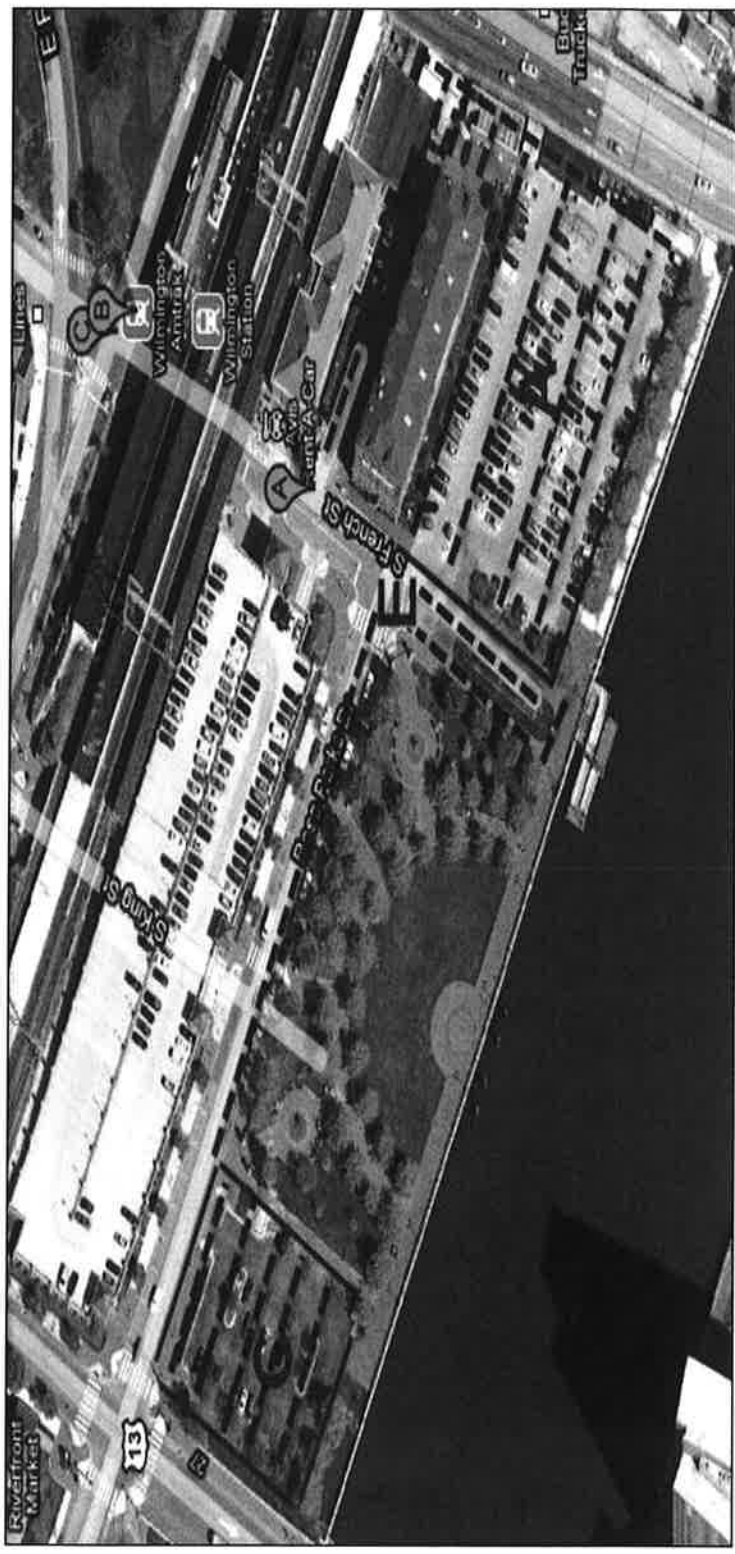
- ✓ National Bus Services Drop-off & Pick-up (C)
- ✓ Airport Shuttle Drop-off & Pick-up (C)





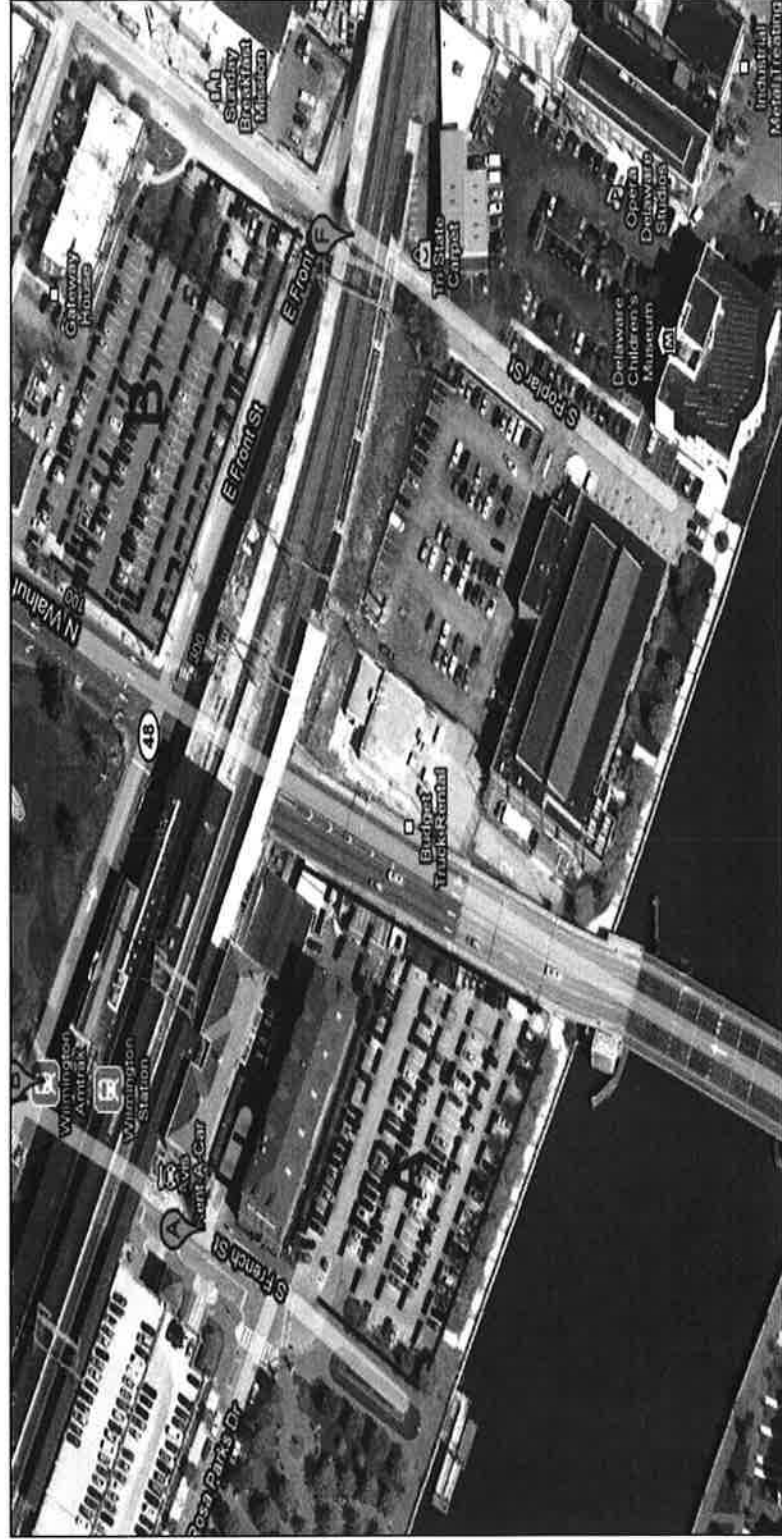
# *The Delaware Transit Center at Riverfront Wilmington*

- ✓ Local Bus Drop-off & Pick-up Site (E)



# *The Delaware Transit Center at Riverfront Wilmington*

- ✓ Taxi Service Parking Area (B)
- ✓ Rental Car Drop-off & Pick-up Area (B)



# *The Delaware Transit Center at Riverfront*

## *Wilmington*

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



# *The Delaware Transit Center at Riverfront Wilmington*

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

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



# *The Delaware Transit Center at Riverfront Wilmington*

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

Sincerely,

Otis Scrivens, Jr.  
302-229-0363

**NEC DEIS Comments - RECORD #2969 DETAIL**

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

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1342 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Cheryl

**Last Name :**

Seaver

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1890 DETAIL**

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

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #876 DETAIL**

**Status :** Action Complete

**Record Date :** 2/11/2016

**First Name :** Henry D.

**Last Name :** Sedgwick

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #869 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/11/2016

**First Name :** Robin

**Last Name :** Sedgwick

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1105 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/12/2016

**First Name :**

Sarah

**Last Name :**

Seene

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2149 DETAIL**

**Status :**

**Record Date :**

2/15/2016

**First Name :**

Polly

**Last Name :**

Wip

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1437 DETAIL**

**Status :**

Not Complete

**Record Date :**

2/14/2016

**First Name :**

Karen

**Last Name :**

Seligson

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #616 DETAIL**

**Status :** Action Complete

**Record Date :** 2/8/2016

**First Name :** Michael

**Last Name :** Semeraro

**Stakeholder Comments/Issues :**

To whom it may concern,

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

Pg. 4-15

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

Table 4-4

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

Section 4.7.3.4

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

Table 4-14

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

Table 5-22

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

Table 6-3

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

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

Table 9-27

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

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

Table 9-36

How many miles of new construction by type per alternative?

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

General

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

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

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

**NEC DEIS Comments - RECORD #1664 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Joseph

**Last Name :**

Semple

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #1884 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Ali

**Last Name :**

Senejani

**Stakeholder Comments/Issues :**

Hello,

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

Thank you, A. Senejani Ph.D.

**NEC DEIS Comments - RECORD #1675 DETAIL**

**Status :**

**Record Date :** 2/15/2016

**First Name :** John

**Last Name :** Senning Esq

**Stakeholder Comments/Issues :**

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

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

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

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

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

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



February 12, 2016

**Chairman**

Pasquale T. Deon, Sr.

**Vice Chairman**

Thomas E. Babcock

Beverly Coleman

Rina Cutler

Dwight Evans

Robert D. Fox

Stewart J. Greenleaf

Kevin L. Johnson

John I. Kane

Daniel J. Kubik

Kenneth Lawrence

William J. Leonard

Charles H. Martin

William M. McSwain

Michael A. Vereb

**General Manager**

Jeffrey D. Kneuppel, P.E.

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

Dear Ms. Reyes-Alicea:

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

About SEPTA

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

General Comments

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

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

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

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

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

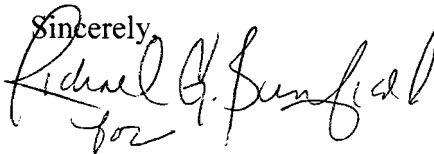
Rebecca Reyes-Alicea  
February 12, 2016  
Page 3

Specific Comments

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

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

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

Sincerely,  


Jeffrey D. Knuettel  
General Manager

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

**NEC DEIS Comments - RECORD #2398 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/15/2016

**First Name :**

George

**Last Name :**

Sexton

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2205 DETAIL**

**Status :**

pending

**Record Date :**

2/15/2016

**First Name :**

Mihir

**Last Name :**

Shah

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2540 DETAIL**

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

Dear Federal Rail Administration,

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



**NEC DEIS Comments - RECORD #1198 DETAIL**

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

Good Afternoon,

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

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

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

Thank You.

**NEC DEIS Comments - RECORD #1657 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Kathy

**Last Name :**

Shannehan

**Stakeholder Comments/Issues :**

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

Destroying the historical area which comprises Lyme Art Academy,

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

**NEC DEIS Comments - RECORD #2778 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/16/2016

**First Name :**

Ramesh

**Last Name :**

Sharma

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #748 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** Lawrence

**Last Name :** Shaw

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1006 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/12/2016

**First Name :** Benjamin

**Last Name :** She

**Stakeholder Comments/Issues :**

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

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

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

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

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

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

**NEC DEIS Comments - RECORD #1444 DETAIL**

**Status :**

**Review Complete**

**Record Date :**

2/14/2016

**First Name :**

Georgiana

**Last Name :**

Shea

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1137 DETAIL**

**Status :** ██████████  
**Record Date :** 2/13/2016  
**First Name :** Thomas  
**Last Name :** Shea

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1113 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/12/2016

**First Name :**

John

**Last Name :**

Sheehan

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #2104 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Peter

**Last Name :**

Shehu

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #405 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/30/2016

**First Name :**

Gary

**Last Name :**

Sheldon

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1654 DETAIL**

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

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

**NEC DEIS Comments - RECORD #1154 DETAIL**

**Status :**

REMOVED

**Record Date :**

2/13/2016

**First Name :**

PHYLLIS

**Last Name :**

SHEPARD-TAMBINI

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2591 DETAIL**

**Status :**

REDACTED

**Record Date :**

2/16/2016

**First Name :**

EmmaLadd

**Last Name :**

Shepherd

**Stakeholder Comments/Issues :**

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

Please look again at this plan.

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

**NEC DEIS Comments - RECORD #1428 DETAIL**

**Status :** ~~Action Complete~~

**Record Date :** 2/14/2016

**First Name :** Philip

**Last Name :** Sheridan

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1737 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Claudia

**Last Name :**

Sherman

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2925 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Virginia

**Last Name :**

Sherrick

**Stakeholder Comments/Issues :**

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



MR. SHIELDS: It seems like it does.

THE MODERATOR: Okay.

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

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

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

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

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

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

way.

That's it.

THE MODERATOR: That's it.

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

THE MODERATOR: Excellent.

Well, thank you very much.

MR. SHIELDS: You're welcome.

THE MODERATOR: Okay. That's excellent.

Thank you. Thank you, Debra.

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

MR. MAITS: Oh, you got somebody?

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

Eric, do you want to come back up?

MR. SHIELDS: Yeah.

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

THE STENOGRAPHER: Just give us your name again.

MR. SHIELDS: Eric Shields.

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

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

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

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

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

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

So instead of like building bridges out of materials that

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

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

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

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

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

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

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

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

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

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

THE MODERATOR: Great.

Thank you. Thanks, Eric.

Scott, did you want to come back up?

MR. MAITS: Yes.

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

Thank you.

We have repeat customers. Okay.

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

MR. SHIELDS: Okay.

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

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

MR. SHIELDS: Absolutely.

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

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

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

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

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

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

would have a lot of ridership.

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

THE MODERATOR: Okay. Thank you.

How are you holding up, Marc?

THE STENOGRAPHER: I'm okay.

THE MODERATOR: Okay.

Okay.

**NEC DEIS Comments - RECORD #1929 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Jack & Csilla

**Last Name :**

Shinkle

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1027 DETAIL**

**Status :** Action Complete

**Record Date :** 2/12/2016

**First Name :** Patricia

**Last Name :** Shippee

**Stakeholder Comments/Issues :**

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

P.M.Shippee

Sent from my iPad

**NEC DEIS Comments - RECORD #273 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/25/2016

**First Name :** Patricia M

**Last Name :** Shippee

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2951 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Gerald

**Last Name :**

Shippen

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1179 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Donald

**Last Name :**

Shirer

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1752 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Cheryl

**Last Name :**

Shirley

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1165 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Thomas

**Last Name :**

shivers

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #2837 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Rebecca

**Last Name :** Shorette

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1274 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Richard

**Last Name :**

Shriver

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2724 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Mike

**Last Name :**

Shugrue

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #868 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/11/2016

**First Name :**

N

**Last Name :**

Shyloski

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #478 DETAIL**

**Status :** Action Completed

**Record Date :** 2/1/2016

**First Name :** Skip

**Last Name :** Sibley

**Stakeholder Comments/Issues :**

Please acknowledge receipt & register attached document.

Thank you,

Skip Sibley

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

February 1, 2016

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

To whom it may concern,

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

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

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

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

Respectfully submitted,

Skip Sibley

Old Lyme Selectman

**NEC DEIS Comments - RECORD #2675 DETAIL**

**Status :**

**Not Complete**

**Record Date :**

2/16/2016

**First Name :**

James

**Last Name :**

Sicilia

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #554 DETAIL**

**Status :**

**[REDACTED]**

**Record Date :**

2/4/2016

**First Name :**

Kirsten

**Last Name :**

Sicuranza

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #812 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/11/2016

**First Name :** Omar

**Last Name :** Siddique

**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

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

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

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge which  
includes pristine stream, wetland, riparian and forest habitats, critical  
to a number of at-risk bird species. It would destroy this valuable  
wildlife habitat in a region that can scarce afford to lose more green and  
wild spaces, and in so doing would damage the ecological integrity of the  
largest remaining forest block in central Maryland—also recognized by  
Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it  
provides habitat for several declining bird species, including Eastern  
whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

That's not merely my interest speaking, but the purpose of the the Patuxent  
Research Refuge which was established specifically for the purpose of  
upholding and promulgating the Migratory Bird Conservation Act. The Act was  
passed to more effectively meet the U.S. migratory bird treaty obligations  
through the acquisition of land and water for the perpetual preservation  
for birds.

Allowing the proposed rail line to destroy a publicly-owned natural

resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Workable and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Thanks for your time,

Omar Siddique

[REDACTED]

Ellicott City, MD 21043

**NEC DEIS Comments - RECORD #1010 DETAIL**

**Status :**

**RECEIVED**

**Record Date :** 2/12/2016

**First Name :** Derek

**Last Name :** Siemon

**Stakeholder Comments/Issues :**

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

Dear Ms. Braegelmann:

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

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

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

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

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

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

Derek Siemon

[REDACTED]

Crofton MD 21114

**NEC DEIS Comments - RECORD #1221 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/13/2016  
**First Name :** Lois  
**Last Name :** Sigman young  
**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1735 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Kyle

**Last Name :**

Signora

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1701 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** McLean

**Last Name :** Signora

**Stakeholder Comments/Issues :**

Regarding Alternative One for Old Lyme, CT

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

-McLean Signora

**NEC DEIS Comments - RECORD #1521 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Walter

**Last Name :**

Signora

**Stakeholder Comments/Issues :**

RE: Alternative 1 - Old Lyme, CT

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



**NEC DEIS Comments - RECORD #754 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** Irwin

**Last Name :** Silber

**Stakeholder Comments/Issues :**

Dear Sir;

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

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

Irwin Silber

**NEC DEIS Comments - RECORD #210 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/21/2016

**First Name :**

Ed

**Last Name :**

Silk

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2844 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Gordon

**Last Name :** Simerson

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. The town of Old Lyme likewise should not be impacted this way. The northern alternatives are better.

**NEC DEIS Comments - RECORD #664 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/10/2016

**First Name :**

Susan

**Last Name :**

Simler

**Stakeholder Comments/Issues :**

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

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

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

**NEC DEIS Comments - RECORD #1584 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Hugh

**Last Name :** Simmons

**Stakeholder Comments/Issues :**

?

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,

Hugh Simmons  
Phoenix, Maryland

**NEC DEIS Comments - RECORD #703 DETAIL**

**Status :**

Review Complete

**Record Date :**

2/10/2016

**First Name :**

Ellis

**Last Name :**

Simon

**Stakeholder Comments/Issues :**

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

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

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

**NEC DEIS Comments - RECORD #1700 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Donna

**Last Name :**

Simpson

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1842 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

James

**Last Name :**

Simpson

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration

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



**NEC DEIS Comments - RECORD #1220 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Victoria

**Last Name :**

Sims

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #241 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/23/2016

**First Name :**

Majbritt

**Last Name :**

Sinay

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1869 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Lisa

**Last Name :**

Sinclair

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2411 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/15/2016

**First Name :**

Sheila

**Last Name :**

Skahan

**Stakeholder Comments/Issues :**

Nuts!

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

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Douglas

**Last Name :**

Skeen

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #672 DETAIL**

**Status :**

Review Complete

**Record Date :**

2/10/2016

**First Name :**

Robert

**Last Name :**

Skomorucha

**Stakeholder Comments/Issues :**

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

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

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

**NEC DEIS Comments - RECORD #2342 DETAIL**

**Status :**

**Action Completed**

**Record Date :**

2/15/2016

**First Name :**

Andrea

**Last Name :**

Skwarek

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2838 DETAIL**

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

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

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

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



**NEC DEIS Comments - RECORD #1660 DETAIL**

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

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #710 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/10/2016

**First Name :**

Wayne

**Last Name :**

Slater

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #329 DETAIL**

**Status :** Action Complete

**Record Date :** 1/27/2016

**First Name :** Frank

**Last Name :** Slattery

**Stakeholder Comments/Issues :**

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

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

Sincerely,  
Frank Slattery

**NEC DEIS Comments - RECORD #1897 DETAIL**

**Status :** Pending  
**Record Date :** 2/15/2016  
**First Name :** Jamie  
**Last Name :** Slenker  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2529 DETAIL**

**Status :** ~~Not Complete~~

**Record Date :** 2/16/2016

**First Name :** David

**Last Name :** Sloane

**Stakeholder Comments/Issues :**

Dear FRA:

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

Yours truly, Dave Sloane

**NEC DEIS Comments - RECORD #555 DETAIL**

**Status :** Action Complete

**Record Date :** 2/4/2016

**First Name :** Caroline

**Last Name :** Sloat

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1360 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Peter

**Last Name :**

Smari Jr

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #426 DETAIL**

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

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



**NEC DEIS Comments - RECORD #2525 DETAIL**

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

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2222 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Kathryn

**Last Name :** Smith

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2338 DETAIL**

**Status :**

Review Completed

**Record Date :**

2/15/2016

**First Name :**

Karen

**Last Name :**

Smith

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2490 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Karen

**Last Name :**

Smith

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #320 DETAIL**

**Status :**

Review Complete

**Record Date :**

1/27/2016

**First Name :**

Kelly

**Last Name :**

Smith

**Stakeholder Comments/Issues :**

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

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

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

**NEC DEIS Comments - RECORD #112 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/7/2016

**First Name :**

Laird

**Last Name :**

Smith

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2530 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Phillip R

**Last Name :**

Smith

**Stakeholder Comments/Issues :**

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

Roger M Smith

[REDACTED]  
[REDACTED]  
2/12/2016

Re Federal Rail Administration NEC Draft Plans

To Whom It May Concern:

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

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

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

Thank You,

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



**NEC DEIS Comments - RECORD #2750 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Sharon

**Last Name :** Smith

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1443 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/14/2016

**First Name :**

Terry

**Last Name :**

Smith

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1473 DETAIL**

**Status :** Action Complete

**Record Date :** 2/14/2016

**First Name :** Tia

**Last Name :** Smith

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2309 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Joseph

**Last Name :** Smolinski

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1569 DETAIL**

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

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

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

Sincerely,  
Michele Snitkin  
[REDACTED]  
Niantic, CT 06357

**NEC DEIS Comments - RECORD #2386 DETAIL**

**Status :**

Review Complete

**Record Date :**

2/15/2016

**First Name :**

Carol

**Last Name :**

Snow

**Stakeholder Comments/Issues :**

To whom it may concern:

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

Please withdraw Alternative 1 from consideration.

Respectfully,

Carol Snow  
Madison, CT

**NEC DEIS Comments - RECORD #239 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/23/2016

**First Name :** Cynthia

**Last Name :** Snow

**Stakeholder Comments/Issues :**

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

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

**NEC DEIS Comments - RECORD #945 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/11/2016

**First Name :** Jamie

**Last Name :** Snurkowski

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #1304 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** Margaret

**Last Name :** Sola

**Stakeholder Comments/Issues :**

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

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

**NEC DEIS Comments - RECORD #2035 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Mayur

**Last Name :** Solanki

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1941 DETAIL**

**Status :**

**Record Date :**

2/15/2016

**First Name :**

Mayur

**Last Name :**

Solanki

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2039 DETAIL**

**Status :** Action Complete

**Record Date :** 2/15/2016

**First Name :** Mayor

**Last Name :** Solanki

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2041 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Mayur

**Last Name :** Solanki

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #300 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/26/2016

**First Name :**

Sheila

**Last Name :**

Solari

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2241 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

William

**Last Name :**

Somers

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1815 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Donejia

**Last Name :**

Somerville

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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



**NEC DEIS Comments - RECORD #1899 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Jamess

**Last Name :** Somppi

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2076 DETAIL**

**Status :**

Active Completed

**Record Date :**

2/15/2016

**First Name :**

Ope

**Last Name :**

Sonusi

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1390 DETAIL**

**Status :**

Linear

**Record Date :**

2/14/2016

**First Name :**

Anita

**Last Name :**

Soos

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1838 DETAIL**

**Status :** Pending  
**Record Date :** 2/15/2016  
**First Name :** Sam  
**Last Name :** Sorbello  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose alternative 1 of the northeast corridor futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven

**NEC DEIS Comments - RECORD #935 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/11/2016

**First Name :** Parker

**Last Name :** Sorenson

**Stakeholder Comments/Issues :**

Stop at UConn all the way!

**NEC DEIS Comments - RECORD #2981 DETAIL**

**Status :** ~~pending~~

**Record Date :** 2/16/2016

**First Name :** Bernard

**Last Name :** Soroko

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1800 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Daniel

**Last Name :**

Sorrells

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2153 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Christine

**Last Name :**

Sorrentino

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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



**NEC DEIS Comments - RECORD #1801 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Susan

**Last Name :**

Soucy

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2242 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Mary

**Last Name :**

Spall

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2243 DETAIL**

**Status :**

**Pending**

**Record Date :**

2/15/2016

**First Name :**

Rachel

**Last Name :**

Spall

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1315 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/14/2016  
**First Name :** Amy  
**Last Name :** Sparkman

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2621 DETAIL**

**Status :**

**Not Complete**

**Record Date :**

2/16/2016

**First Name :**

Michellee

**Last Name :**

Speirs

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #434 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/31/2016

**First Name :** Samantha

**Last Name :** Speirs

**Stakeholder Comments/Issues :**

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

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

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

**NEC DEIS Comments - RECORD #2144 DETAIL**

**Status :**

Unread

**Record Date :**

2/15/2016

**First Name :**

Alton

**Last Name :**

Spence

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2740 DETAIL**

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

Dear NEC Future Team:

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

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

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

Sincerely,

Scott R. Spencer

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

[REDACTED]  
**Attachments :**

012290 CARRT OpEd.pdf (588 kb)



# A vital link missing from Central Artery project

60-5720 C-108E JAN 22, 1970

## SCOTT R. SPENCER and JOHN F. TUCKER 3d

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

These opportunities include:

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

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

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

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

To appreciate the benefits that Boston could

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

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

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

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

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

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

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

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

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

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

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

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

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

So Scott Spencer. Scott, would you

66

like to speak?

SCOTT SPENCER: Sure.

RUBY SEIGEL: Okay.

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

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

67

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

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

And you still have the problem, which

68

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

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

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

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

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

69

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

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

70

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

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

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

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

I mean, right now, Amtrak has a project

71

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

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

Thank you.

**NEC DEIS Comments - RECORD #2741 DETAIL**

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

Dear NEC Future Team,

I am submitting this comment regarding Section 4.1 Service Planning:

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

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

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

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

Sincerely,

Scott R. Spencer

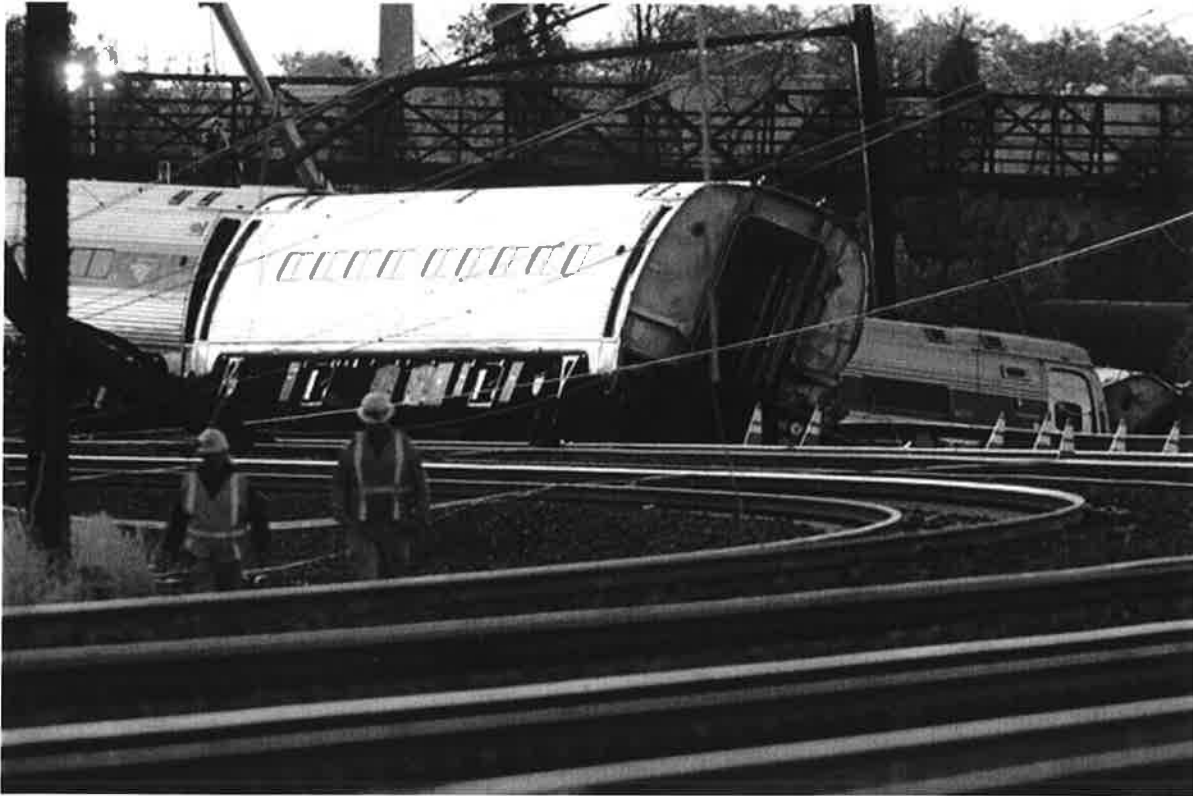
[REDACTED]

Wilmington, DE 19802

  
**Attachments :**

110515 NEC Fleet OpEd.pdf (148 kb)

## Amtrak should upgrade cars, trackside poles



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

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

By Paul H. Reistrup

and Scott R. Spencer

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

Paul H. Reistrup served as the second president of Amtrak. [phr1@cox.net](mailto:phr1@cox.net)

Scott R. Spencer is a rail transportation consultant. [spencerscott@hotmai.com](mailto:spencerscott@hotmai.com)

Read more at [http://www.philly.com/philly/opinion/currents/20151105\\_Amtrak\\_should\\_upgrade\\_cars\\_\\_trackside\\_poles.html#pBcHyt92sZTSrsP8.99](http://www.philly.com/philly/opinion/currents/20151105_Amtrak_should_upgrade_cars__trackside_poles.html#pBcHyt92sZTSrsP8.99)

**NEC DEIS Comments - RECORD #2867 DETAIL**

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

To Whom it May Concern:

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

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

Please contact me at anytime if you require additional comments.

Sincerely,

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

**NEC DEIS Comments - RECORD #2771 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Suzanne

**Last Name :**

Spina

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2534 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

diane

**Last Name :**

spinato

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1607 DETAIL**

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

**Stakeholder Comments/Issues :**

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

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

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

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

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

[image: lifeline 3]

\*Like us on Facebook!\*

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

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

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

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

**NEC DEIS Comments - RECORD #2374 DETAIL**

**Status :** Action Complete

**Record Date :** 2/15/2016

**First Name :** Christopher

**Last Name :** Spooner

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #409 DETAIL**

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

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

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

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

Sincerely,  
Jack Spratt, Old Lyme, CT



**NEC DEIS Comments - RECORD #340 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/27/2016

**First Name :** Christopher

**Last Name :** Moskal

**Stakeholder Comments/Issues :**

Please see attached letter.

--

Christopher J. Moskal

Executive Director of the SRA

Springfield Redevelopment Authority

70 Tapley Street

Springfield, MA 01104

Phone: (413) 787-7661

Fax: (413) 787-6524

**Attachments :** [Comments\\_on\\_NEC\\_future\\_Tier\\_1\\_Springfield\\_MA.pdf \(945 kb\)](#)



## THE CITY OF SPRINGFIELD, MASSACHUSETTS

MAYOR DOMENIC J. SARNO

*HOME OF THE BASKETBALL HALL OF FAME*

January 26, 2016

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

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

Dear Ms. Reyes-Alicea:

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

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

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

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

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

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

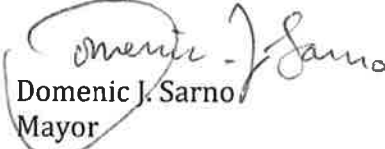
Further the Draft EIS does not fully account for the leverage effects of substantial transportation investments by federal, state, and municipal agencies that are already occurring or anticipated, in Massachusetts and Connecticut. These include the Springfield Union Station, New Haven/Hartford/Springfield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

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

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

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

Sincerely,

  
Domenic J. Sarno  
Mayor

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

**NEC DEIS Comments - RECORD #1854 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Sai Kiran

**Last Name :** Sreebhashyam

**Stakeholder Comments/Issues :**

Please avoid the rail road through the Lyme university campus.

**NEC DEIS Comments - RECORD #399 DETAIL**

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

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1588 DETAIL**

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

**NEC DEIS Comments - RECORD #313 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/27/2016

**First Name :** Linda

**Last Name :** Stamm

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2225 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Tammy

**Last Name :**

Stanard

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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



**NEC DEIS Comments - RECORD #1563 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Clinton

**Last Name :** Standart

**Stakeholder Comments/Issues :**

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

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

Clinton Standart

[REDACTED]

Lyme, CT 06371

**NEC DEIS Comments - RECORD #1472 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** Joe

**Last Name :** Standart

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #718 DETAIL**

**Status :** Action Complete

**Record Date :** 2/10/2016

**First Name :** Janie

**Last Name :** Stanley

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1419 DETAIL**

**Status :**

Actor Completed

**Record Date :**

2/14/2016

**First Name :**

Andrea

**Last Name :**

Stanton

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #794 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/10/2016

**First Name :**

Daniel

**Last Name :**

Stanton

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #202 DETAIL**

**Status :**

pending

**Record Date :**

1/19/2016

**First Name :**

Eric

**Last Name :**

Stanton

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #299 DETAIL**

**Status :** Action Completed

**Record Date :** 1/26/2016

**First Name :** Kenneth M.

**Last Name :** Stanzione

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1416 DETAIL**

**Status :**

Not Complete

**Record Date :**

2/14/2016

**First Name :**

Ralph

**Last Name :**

Stanzione

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #1590 DETAIL**

**Status :**

**Pending**

**Record Date :**

2/15/2016

**First Name :**

**Last Name :**

**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

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

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

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

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

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

Sincerely,

Susan Stanzione

**NEC DEIS Comments - RECORD #667 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** Leslie

**Last Name :** Starr

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1097 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/12/2016

**First Name :**

Bernard

**Last Name :**

Steadman

**Stakeholder Comments/Issues :**

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

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

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

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

**NEC DEIS Comments - RECORD #3022 DETAIL**

**Status :**

Unread

**Record Date :**

2/16/2016

**First Name :**

Roxanne

**Last Name :**

Steed

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2717 DETAIL**

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

**Stakeholder Comments/Issues :**

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

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

**NEC DEIS Comments - RECORD #383 DETAIL**

**Status :**

action completed

**Record Date :**

1/29/2016

**First Name :**

Rebecca

**Last Name :**

Steiner

**Stakeholder Comments/Issues :**

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

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

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

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

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

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

**NEC DEIS Comments - RECORD #1337 DETAIL**

**Status :**

REDACTED

**Record Date :**

2/14/2016

**First Name :**

Traver

**Last Name :**

Steiner

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #1528 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Lois

**Last Name :**

Steinman

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1311 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Brian

**Last Name :**

Stephens

**Stakeholder Comments/Issues :**

Make it the same place as the railroad is already

**NEC DEIS Comments - RECORD #838 DETAIL**

**Status :** ██████████

**Record Date :** 2/11/2016

**First Name :** Kathy

**Last Name :** Stephenson

**Stakeholder Comments/Issues :**

Absolutely not! Our town will be ruined.

**NEC DEIS Comments - RECORD #2292 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Susan  
**Last Name :** Stephenson  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

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

Sincerely,

Susan Stephenson

Associate Professor

[REDACTED]  
Coordinator, Painting Program

[REDACTED]  
Lyme Academy College of Fine Arts

[REDACTED]  
The University of New Haven

[REDACTED]  
Lyme Street

Old Lyme, CT 06371

[REDACTED]  
www.lymeacademy.edu

**NEC DEIS Comments - RECORD #1357 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Barbara

**Last Name :**

Stevens

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2587 DETAIL**

**Status :**

~~Open Comment~~

**Record Date :**

2/16/2016

**First Name :**

Sean

**Last Name :**

Stevens

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #298 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/26/2016

**First Name :** Mimi

**Last Name :** Stevenson

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2684 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/16/2016

**First Name :**

Robin

**Last Name :**

Stewart

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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



**NEC DEIS Comments - RECORD #1117 DETAIL**

**Status :**

**Pending**

**Record Date :**

2/12/2016

**First Name :**

Jack

**Last Name :**

Stillwaggon

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #982 DETAIL**

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

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

Dear Ms. Braegelmann:

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

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

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

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

Sincerely,  
Suzette Stitely  
Trappe,MD

**NEC DEIS Comments - RECORD #849 DETAIL**

**Status :**

**Record Date :** 2/11/2016

**First Name :** Mary Louise

**Last Name :** Stock

**Stakeholder Comments/Issues :**

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

Cathy Frank

Catherine Frank

Executive Assistant, Selectman's Office

860 434 1605, ext. 210

**Attachments :**

Mary Louise Stock letter.pdf (53 kb)

**MARY LOUISE STOCK** [REDACTED]

February 5, 2016

To Whom It May Concern,

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


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

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

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

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

Sincerely,



Mary Louise Stock

**NEC DEIS Comments - RECORD #1958 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Julie

**Last Name :** Stockmal

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1327 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Eric

**Last Name :**

Stoddard

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1530 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** abigail

**Last Name :** stokes

**Stakeholder Comments/Issues :**

I strongly oppose Alternative 1.

**NEC DEIS Comments - RECORD #98 DETAIL**

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

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



**NEC DEIS Comments - RECORD #2623 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Mark A.

**Last Name :**

Stoller

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2677 DETAIL**

**Status :**

**REDACTED**

**Record Date :** 2/16/2016

**First Name :** Stephanie

**Last Name :** Storer

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #3011 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Rider

**Last Name :**

Strano

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1779 DETAIL**

**Status :** ██████████  
**Record Date :** 2/15/2016  
**First Name :** Robert  
**Last Name :** Stratman  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

Steve Strauss



February 15, 2016

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

Dear Ms. Reyes-Alicea:

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

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

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

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

Rebecca Reyes-Alicea  
February 15, 2016  
Page 2

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

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

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

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

Sincerely,

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

Steve Strauss

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

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

RUBY SIEGEL: Thank you, Steve.

Is there anybody else who would like to  
speak?

**NEC DEIS Comments - RECORD #1747 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

steve

**Last Name :**

strauss

**Stakeholder Comments/Issues :**

Ms. Reyes-Alicea:

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

Sincerely,

Steve Strauss



Steve Strauss

Washington, DC 20008

February 15, 2016

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

Dear Ms. Reyes-Alicea:

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

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

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

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

Rebecca Reyes-Alicea  
February 15, 2016  
Page 2

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

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

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

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

Sincerely,

Steve Strauss

**NEC DEIS Comments - RECORD #2064 DETAIL**

**Status :**

**Acquis Completed**

**Record Date :**

2/15/2016

**First Name :**

Ann

**Last Name :**

Straut

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. There are a number of other options that do not involve the campus or downtown. Making the best environmental and ecological choice should not always be about money,

**NEC DEIS Comments - RECORD #1892 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Kristin

**Last Name :**

Strehlow

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #2719 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Allison

**Last Name :**

Stroli

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #250 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/24/2016

**First Name :** Gregory

**Last Name :** Stroud

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1850 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

David

**Last Name :**

STRUWAS

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #861 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/11/2016

**First Name :**

Nancy

**Last Name :**

Stula

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #925 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/11/2016  
**First Name :** Marcia A.  
**Last Name :** Stutzman  
**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

As a Maryland TAXPAYER, a HOMEOWNER who will live next to the proposed bullet train tracks, SOMEONE who uses the NORTH TRACT of the PATUXENT RESEARCH REFUGE on a regular basis, a BIRDER who counts birds on the PATUXENT RESEARCH REFUGE, and a LOVER of MARYLAND'S few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

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

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

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

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

Sincerely,

Marcia A. Stutzman

122 London Road

Laurel, MD 20724

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

**Status :** ██████████  
**Record Date :** 2/16/2016  
**First Name :** Celine  
**Last Name :** Sullivan

**Stakeholder Comments/Issues :**

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

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

**NEC DEIS Comments - RECORD #614 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/8/2016

**First Name :** Jeanine

**Last Name :** Sullivan

**Stakeholder Comments/Issues :**

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

Respectfully,  
Jeanine Sullivan

**NEC DEIS Comments - RECORD #2974 DETAIL**

**Status :** Pending

**Record Date :** 2/16/2016

**First Name :** Mary

**Last Name :** Sullivan

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1904 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Roger  
**Last Name :** Sullivan  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1100 DETAIL**

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

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #155 DETAIL**

**Status :**

**Record Date :** 1/12/2016

**First Name :** Virginia

**Last Name :** Sullivan

**Stakeholder Comments/Issues :**

To Whom It May Concern,

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

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

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

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

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

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



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

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

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

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

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

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

delaying train departures.

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

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

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

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

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

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

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

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

\*Inspiring and empowering people to travel by bicycle\*

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

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

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

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

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

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

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

on July 15-17. Or Bike to Your Park

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

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

**NEC DEIS Comments - RECORD #1487 DETAIL**

**Status :**

**Record Date :** 2/14/2016

**First Name :** Lori

**Last Name :** Sulmasy

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2349 DETAIL**

**Status :**

Not Complete

**Record Date :**

2/15/2016

**First Name :**

Danielle

**Last Name :**

Sumoski

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2749 DETAIL**

**Status :**

**Record Date :** 2/16/2016

**First Name :** Hung-Ying

**Last Name :** Sun

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #725 DETAIL**

**Status :**

Revision Completed

**Record Date :**

2/10/2016

**First Name :**

Bruce

**Last Name :**

Sundack

**Stakeholder Comments/Issues :**

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

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

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

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

Build it, and the will come.

**NEC DEIS Comments - RECORD #2796 DETAIL**

**Status :**

Action Complete

**Record Date :**

2/16/2016

**First Name :**

Alan

**Last Name :**

Sutherland

**Stakeholder Comments/Issues :**

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

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

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

Alternative 1 should be abandoned.



Okay. The next speaker, Russell Sutherland.

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

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

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

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

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

Thank you.

THE MODERATOR: Thank you, Russell.

All right. Thank you, Russell.

**NEC DEIS Comments - RECORD #1882 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Athina

**Last Name :**

Sutson

**Stakeholder Comments/Issues :**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you, Robert.

**NEC DEIS Comments - RECORD #2052 DETAIL**

**Status :** Action Complete

**Record Date :** 2/15/2016

**First Name :** Philip

**Last Name :** Svigals

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #749 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** John

**Last Name :** Swangler

**Stakeholder Comments/Issues :**

As long as Mr. Boardman is around NO

**NEC DEIS Comments - RECORD #1241 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

John

**Last Name :**

Swarts

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1229 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Maureen

**Last Name :**

Swarts

**Stakeholder Comments/Issues :**

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

So I'd like to thank --

HEARING OFFICER SIEGEL: Joe, are you wrapping up?

MR. SWEENEY: Yes, I am.

HEARING OFFICER SIEGEL: Great. Super.

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

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

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

**NEC DEIS Comments - RECORD #624 DETAIL**

**Status :**

**Record Date :** 2/9/2016

**First Name :** Kathleen

**Last Name :** Sweeney

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1455 DETAIL**

**Status :**

Project Complete

**Record Date :**

2/14/2016

**First Name :**

Deb

**Last Name :**

Sweet

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2921 DETAIL**

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

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #608 DETAIL**

**Status :**

**Record Date :**

2/8/2016

**First Name :**

Rysheema

**Last Name :**

Dixon

**Stakeholder Comments/Issues :**

Good Afternoon,

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

Thank you for your time and attention,

Rysheema

**Attachments :**

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



February 8, 2016

**Rysheema Dixon, Chair**  
Strategy Consultant  
*Henrietta Johnson Medical Center*

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

**William Swiatek, Vice Chair**  
Senior Planner  
*Wilmington Area Planning Council*

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

**RE: NEC Future Tier I EIS Public Comment**

**Marie Reed,**  
President  
*Southbridge Civic Association*

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

**Travis Smith, Sr.,**  
President  
*Southbridge Business Association*

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

**Alison Windle,**  
Executive Director  
*Neighborhood House*

**Charles A. Madden,**  
Executive Director  
*Wilmington HOPE Commission*

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

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

**Jim Black,**  
Consultant  
*Delaware Partnership for Sustainability*

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

**Patricia Kelleher,**  
Executive Director  
*Delaware Housing Coalition*

**Victor Perez,**  
Assistant Professor  
*University of Delaware*

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

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

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

**NEC DEIS Comments - RECORD #154 DETAIL**

**Status :**

**Pending**

**Record Date :**

1/12/2016

**First Name :**

Michael

**Last Name :**

Syracuse

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #2294 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Jim

**Last Name :**

Szarkowicz

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #3013 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Donna

**Last Name :** Szymczyk

**Stakeholder Comments/Issues :**

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

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

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

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

Respectfully,

Donna Szymczyk

**NEC DEIS Comments - RECORD #2659 DETAIL**

**Status :**

Review Completed

**Record Date :**

2/16/2016

**First Name :**

Eric

**Last Name :**

Szymczyk

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2363 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

William

**Last Name :**

Tafoya

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1712 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Jack

**Last Name :**

Taggart

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1987 DETAIL**

**Status :**

ending

**Record Date :**

2/15/2016

**First Name :**

Linda

**Last Name :**

Talerico

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2645 DETAIL**

**Status :**

**Action Complete**

**Record Date :**

2/16/2016

**First Name :**

Chris

**Last Name :**

Tambis

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1135 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Erica

**Last Name :**

Tannen

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #2902 DETAIL**

**Status :** Pending

**Record Date :** 2/16/2016

**First Name :** Jonathan

**Last Name :** Tarr

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1177 DETAIL**

**Status :**

**REDACTED**

**Record Date :**

2/13/2016

**First Name :**

Anne

**Last Name :**

Cote Taylor

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #3078 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/17/2016  
**First Name :** Craig  
**Last Name :** A Taylor  
**Stakeholder Comments/Issues :**

To whom it may concern,

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

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

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

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

Craig A. Taylor

[REDACTED]  
General Dynamics Electric Boat

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

[REDACTED]  
(860) 433-7307

ctaylor1@[REDACTED].com

**NEC DEIS Comments - RECORD #371 DETAIL**

**Status :** Action Complete

**Record Date :** 1/29/2016

**First Name :** Cynthia

**Last Name :** Taylor

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #2288 DETAIL**

**Status :**

**Pending**

**Record Date :**

2/15/2016

**First Name :**

Carole

**Last Name :**

Teller

**Stakeholder Comments/Issues :**

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

I oppose the NEC Alternative 1..

Please consider another, less objectionable route.

**NEC DEIS Comments - RECORD #2019 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/15/2016

**First Name :**

Lisa

**Last Name :**

Tellier

**Stakeholder Comments/Issues :**

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

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



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

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

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

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





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



Place  
Stamp  
Here



## Comment Card

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

**Thank you for your interest and input!**

**NEC DEIS Comments - RECORD #183 DETAIL**

**Status :** Pending

**Record Date :** 1/15/2016

**First Name :** Rich

**Last Name :** Terrana

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2965 DETAIL**

**Status :**

Pending

**Record Date :**

2/16/2016

**First Name :**

Robert

**Last Name :**

Terry

**Stakeholder Comments/Issues :**

NOT THROUGH OLD LYME PLEASE

**NEC DEIS Comments - RECORD #978 DETAIL**

**Status :**

Action Complete

**Record Date :**

2/11/2016

**First Name :**

Robert

**Last Name :**

Terry

**Stakeholder Comments/Issues :**

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

## NEC DEIS Comments - RECORD #2834 DETAIL

Status :

Action Completed

Record Date : 2/16/2016

First Name : Mark

Last Name : Terwilliger

Stakeholder Comments/Issues :

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

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

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

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

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

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

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

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

**NEC DEIS Comments - RECORD #1381 DETAIL**

**Status :** Unread

**Record Date :** 2/14/2016

**First Name :** Emrys

**Last Name :** Tetu

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #75 DETAIL**

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

**Stakeholder Comments/Issues :**

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

Please contact me to discuss. Thank you.



**NEC DEIS Comments - RECORD #281 DETAIL**

**Status :**

Action Complete

**Record Date :**

1/25/2016

**First Name :**

Edward

**Last Name :**

Thereault

**Stakeholder Comments/Issues :**

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

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

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

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

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

**NEC DEIS Comments - RECORD #225 DETAIL**

**Status :** Action Completed

**Record Date :** 1/21/2016

**First Name :** Deborah

**Last Name :** Thibodeau

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2489 DETAIL**

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

Dear Federal Rail Administration,

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

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

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

Nellichery Thiyagarajan

**NEC DEIS Comments - RECORD #317 DETAIL**

**Status :**

Action Complete

**Record Date :**

1/27/2016

**First Name :**

John

**Last Name :**

Thomas

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2456 DETAIL**

**Status :** Pending

**Record Date :** 2/16/2016

**First Name :** Brett

**Last Name :** Thompson

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2765 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/16/2016

**First Name :**

Claudia

**Last Name :**

Thompson

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #1480 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/14/2016

**First Name :**

Geoffrey

**Last Name :**

Thompson

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #262 DETAIL**

**Status :**

Action Completed

**Record Date :**

1/25/2016

**First Name :**

Tanya

**Last Name :**

Thompson

**Stakeholder Comments/Issues :**

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



**NEC DEIS Comments - RECORD #1134 DETAIL**

**Status :** Pending

**Record Date :** 2/13/2016

**First Name :** Beverly

**Last Name :** Thornton

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #697 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** Christine

**Last Name :** Thurber

**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

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

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

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

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

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

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

Sincerely,

Christine Thurber

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Worcester, MA 01606

[REDACTED]

[REDACTED]

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

[REDACTED]

[REDACTED]

[REDACTED]  
This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

**NEC DEIS Comments - RECORD #2287 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Robert

**Last Name :** Tiano

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2123 DETAIL**

**Status :**

**Record Date :**

2/15/2016

**First Name :**

Karen

**Last Name :**

Tichy, Esq.

**Stakeholder Comments/Issues :**

To the Federal Rail Administration,

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

Thank you for your consideration.

**NEC DEIS Comments - RECORD #1285 DETAIL**

**Status :**

Pending

**Record Date :**

2/14/2016

**First Name :**

Carol

**Last Name :**

Timpanelli

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #851 DETAIL**

**Status :** Action Completed

**Record Date :** 2/11/2016

**First Name :** Raphael

**Last Name :** Tisch

**Stakeholder Comments/Issues :**

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

Hello,

I am writing you to express concern about a proposed railway line planned to go through Patuxent Research Refuge. The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

The proposed disturbance would significantly reduce the ecosystem value this refuge provides to us and the wildlife the area sustains. Not only the construction, but the long-term noise and pollution impact will be unsustainable. I understand it's easier to plan to go through an area currently without human population, but just as we need sensible public transportation, we also need a healthy environment to survive, and exploring already-disturbed areas should be a priority for this project.

Sincerely,

Raphael Tisch

---

Long Days and Pleasant Nights

**NEC DEIS Comments - RECORD #1061 DETAIL**

**Status :** Action Completed

**Record Date :** 2/12/2016

**First Name :** Lois

**Last Name :** Bruinooge

**Stakeholder Comments/Issues :**

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

Lois Bruinooge, Executive Director  
The Last Green Valley  
203B Main Street (2nd floor)  
P.O. Box 29  
Danielson, CT 06239  
860-774-3300; fax 860-774-8543  
[www.thelastgreenvalley.org](http://www.thelastgreenvalley.org)<<http://www.thelastgreenvalley.org/>>  
[TLGV MASTER\_2PMS\_3975378\_30pct]

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





February 12, 2016

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

Re: Revised Comments on Tier I Draft EIS

Dear Colleagues:

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

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

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

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

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

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

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

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

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

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

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

In conclusion, TLGV requests that:

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

Thank you for the opportunity to comment.

Sincerely,

  
Lois Bruinodge  
Executive Director



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

January 14, 2016

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

Dear Ms. Reyes-Alicea;

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

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

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

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

Sincerely,

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

**NEC DEIS Comments - RECORD #1910 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/15/2016

**First Name :**

Richard

**Last Name :**

Toce

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

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

**NEC DEIS Comments - RECORD #1292 DETAIL**

**Status :** Pending

**Record Date :** 2/14/2016

**First Name :** Joan

**Last Name :** Todd

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #2114 DETAIL**

**Status :**

unread

**Record Date :**

2/15/2016

**First Name :**

Louis

**Last Name :**

Todisco

**Stakeholder Comments/Issues :**

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

**NEC DEIS Comments - RECORD #745 DETAIL**

**Status :** [Redacted]

**Record Date :** 2/10/2016

**First Name :** Frances

**Last Name :** Toler

**Stakeholder Comments/Issues :**

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

Dear Ms. Braegelmann: As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan. This proposal would destroy 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would degrade this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler. The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds. I personally go multiple times a year to Patuxent Research Refuge to look for birds, frogs, and other wildlife, and am very aware of the superior habitat in this location. It is a point of pride to have such an ecologically rich area as this in a major metropolitan area! Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure. Sincerely,

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

**NEC DEIS Comments - RECORD #1592 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Christopher  
**Last Name :** Toscano  
**Stakeholder Comments/Issues :**

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

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

Dear Ms. Braegelmann:

As a citizen of Maryland, a lover of our state's few remaining wild places, and a hunter who values access to the Patuxent Research Refuge, I am writing this letter in opposition to Alternate 3 in your rail plan.

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

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

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

Sincerely  
Chris Toscano

[REDACTED]  
Columbia MD 21045

[REDACTED]



**NEC DEIS Comments - RECORD #1368 DETAIL**

**Status :**

Unread

**Record Date :**

2/14/2016

**First Name :**

Chris

**Last Name :**

Toth

**Stakeholder Comments/Issues :**

I oppose Alternative 1

**NEC DEIS Comments - RECORD #463 DETAIL**

**Status :** Action Completed

**Record Date :** 2/1/2016

**First Name :** Paige R.

**Last Name :** Bronk, AICP

**Stakeholder Comments/Issues :**

NEC Future,

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

If you have any questions, please let us know.

Thank you.

Paige R. Bronk, AICP

Economic and Community Development Manager

Town of Groton

Town Hall Annex

134 Groton Long Point Road

Groton, CT 06340-4873

(860) 448-4095

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

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



# TOWN OF GROTON

## PLANNING AND DEVELOPMENT SERVICES

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

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

January 29, 2016

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

Federal Railroad Administration:

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

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

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

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

"SUBMARINE CAPITAL OF THE WORLD"

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

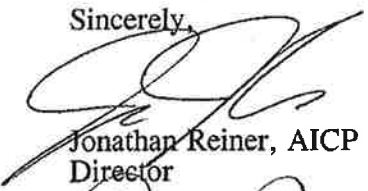
As a result of fiscal constraints and Groton's desire to promote the existing infrastructure, we believe that Alternative #1 is the best option for the NEC. Alternative #1 addresses the needed level of rail service required to support projected growth in population and employment. This alternative inherently supports improvements to the existing and primary rail line connecting coastal metropolitan areas. Alternative #1 expands capacity, adds tracks, relieves key chokepoints, and serves the future of Connecticut well. This option is also by far the least expensive of the three options that would advance the NEC. It also supports the existing infrastructure line without comprising its integrity through planned reductions in service or investment.

Specific to Groton, we also support Alternative #1 because it proposes new investment including a new segment and potential new station somewhere between New London and Mystic. We envision this new segment and station as a potential economic development opportunity. Although we would like to know more details, we understand this EIS is a first cut attempt at planning for the NEC. Our goal is to ensure various transportation options are available for our area serving locals, our employment base, and visitors. Our hope would be that if Alternative #1 is selected as the preferred option, impacted communities such as Groton would have the opportunity to share local plans and knowledge prior to the development of more detailed plans.

Additionally, it appears that if a new segment is constructed in the Groton area, the existing line would remain. We have plans and desires to expand local commuter service for our commuters who mostly work at Electric Boat, Pfizer, and the U.S. Navy Submarine Base. We are hopeful that the new NEC rail segment might offer more flexibility to use the existing line for other rail service. Regardless, we would like an opportunity to assist with the actual placement of the new rail station in an area that complements our anticipated economic and real estate growth in the Groton area. Our transportation system involving highways, deep water port, air, and rail is one of the best in the area and we hope to best integrate a new train station into our system for maximum transportation and economic benefit.

Thank you for the opportunity to comment and we look forward to future involvement as subsequent stages of the NEC FUTURE progress. Please contact us if clarification or additional information is required.

Sincerely,



Jonathan Reiner, AICP  
Director



Paige Bronk, AICP  
Economic and Community Development Manager

**NEC DEIS Comments - RECORD #559 DETAIL**

**Status :** Action Completed

**Record Date :** 2/5/2016

**First Name :** Paul M.

**Last Name :** Shapiro

**Stakeholder Comments/Issues :**

Good Afternoon-

Attached please find the Town of Mansfield's official comments on the Tier 1 Draft EIS for the NEC Future Project. Please let me know if you have any questions.

Linda

Linda M. Painter, AICP  
Director of Planning and Development  
Town of Mansfield

Telephone: 860.429.3330

Fax: 860.429.6863

Email: painterlm@mansfieldct.org

**Attachments :** Signed Letter.pdf (130 kb)

# TOWN OF MANSFIELD



Paul M. Shapiro, Mayor

AUDREY P. BECK BUILDING  
FOUR SOUTH EAGLEVILLE ROAD  
MANSFIELD, CT 06268-2599  
(860) 429-3330  
Fax: (860) 429-6863

February 3, 2016

NEC FUTURE  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Submitted via email to: [comment@necfuture.com](mailto:comment@necfuture.com)

**Subject: NEC Future Tier 1 Draft Environmental Impact Statement**

Dear Administrator Feinberg:

The Town of Mansfield is cautiously optimistic at the possibility of introducing passenger rail service to our community as part of the proposed Hartford to Boston via Providence routes as described in Alternatives 2 and 3 of the Draft EIS. While Mansfield remains largely a rural community, there is strong interest in having local access to a multi-modal transportation system that will provide residents with options to use public transportation to travel around New England and along the east coast. The Town has long supported the restoration of passenger rail service from New London to Vermont along the existing north-south rail corridor and plans for an east-west corridor are encouraging.

The expansion of rail service contemplated in the Draft EIS would provide additional options for our residents, improving access to nearby metropolitan areas such as Hartford, Providence, Boston and New York. Additionally, as home to the main campus of the University of Connecticut (UConn), and particularly as UConn continues to grow its student population and expand its campus, there is continual pressure on our rural roads from vehicular traffic associated with this campus growth. The expansion of Northeast Corridor rail service to Mansfield would likely help to mitigate traffic impacts associated with UConn.

It is our understanding that once a preferred alternative is selected, a Tier 2 Environmental Impact Statement will be prepared. Preliminarily, we raise the following issues and concerns and ask that these issues be fully examined and addressed as part of any future EIS process.

- **Route and Station Location.** Based on the maps of Alternatives 2 and 3 contained in Appendix A of the draft EIS, it appears that the route segment running through Mansfield is located in a rural area of town. This alignment not only will have significant impact on our neighborhoods, it will fail to provide rail service to key employment centers in the area, thereby diminishing its impact. As the proposal contemplates a new hub station in Mansfield, we would prefer that the alignment be shifted to coincide with one of the Smart Growth Development areas identified in our Plan of Conservation and Development. One of the primary goals of our future land use plan is to direct new growth and development to these Smart Growth Development areas to protect the rural character of the rest of the community. These areas have been designated for more intense growth based on the availability of public infrastructure (water and sewer service) that can support higher densities needed for transit-oriented development.


For example, a more northerly alignment through the Storrs area, being careful to avoid direct impacts to

agricultural lands, would provide direct access to the main campus of the University of Connecticut, a new technology park planned at the University, and our new downtown. A more southerly alignment in the vicinity of Route 6 would provide access to the town's other major commercial area at the intersection of Routes 6 and 195 as well as access to Willimantic, a historic downtown located in the Town of Windham to our south.

- **Impacts to Environmental Resources and Rural Character.** The protection and conservation of our natural resources and rural character is of paramount importance to our residents. Due to the high-level nature of the analysis conducted as part of the Tier 1 EIS we are unable to determine the actual impact on our community at this time. We strongly encourage you to select an alignment and station location that minimizes impacts to our agricultural lands, working farms, natural resources and rural character. We will provide additional comments on impacts and mitigation measures as part of the Tier 2 EIS review process.
- **Rail Connections.** The Town has been working with other communities and the New England Central Railroad for many years to encourage restoration of passenger rail service between New London and Vermont using the existing rail line in Mansfield. While the potential for this service is in the early stages of evaluation, we believe that it offers tremendous opportunity when paired with the Hartford to Providence connection envisioned in the EIS. We hope that you will consider this potential and work with state officials to explore that connection.
- **Community Outreach.** As you move forward with a Tier 2 EIS, extensive community outreach will be needed in each of the affected communities to ensure that residents and other stakeholders have ample opportunity to understand and comment on the proposed action and mitigation measures. This is particularly critical in areas where new rail routes and stations are proposed, such as Mansfield.

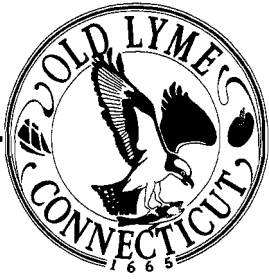
If you have any questions regarding these comments, please contact Linda Painter, our Director of Planning and Development at 860.429.3330 or [linda.painter@mansfieldct.org](mailto:linda.painter@mansfieldct.org).

Sincerely,

  
Paul M. Shapiro  
Mayor

  
JoAnn Goodwin  
Chair, Mansfield PZC

Cc: Town Council  
Planning and Zoning Commission  
Transportation Advisory Committee



# TOWN OF OLD LYME

---

## OFFICE OF THE SELECTMEN

52 Lyme Street  
Old Lyme, CT 06371  
[www.oldlyme-ct.gov](http://www.oldlyme-ct.gov)  
Tel. (860) 434-1605  
Fax (860) 434-1400

March 23, 2016

### By Electronic and Regular Mail

Mr. David Carol  
Joint Venture Program Manager  
Parsons Brinkerhoff/AECOM Joint Venture  
NEC Future  
4528 Binfords Ridge Rd.  
Charlotte, NC 28226

Ms. Rebecca Reyes-Alicea  
Northeast Corridor Joint Program Advisor  
USDOT - Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Re: NEC Future

Dear David and Rebecca:

Let me begin by thanking both of you, as well as Becky Blatnica, Deputy Program Manager, Amishi Castelli, Environmental lead, from the John A. Volpe National Transportation System Center, U.S. Department of Transportation, and Ruby Siegel, AECOM, for meeting with us in Old Lyme on March 11. Our discussion of the NEC Future Tier 1 Draft Environmental Impact Statement (EIS) and the potential effects of the concepts addressed therein on the town of Old Lyme and the surrounding region was very helpful. We truly appreciated your time and effort in coming to Old Lyme, the wealth of information you provided to us, and your sincere willingness to listen to our input and address our concerns. I would like to describe in this letter the most important understandings we took away from that meeting.

### The Process

The Tier 1 EIS is intended to be a very high level, conceptual "vision" for addressing the northeast corridor's current and future rail needs. The FRA will now proceed to develop a preferred alternative, which is expected to be publicly announced this summer. Whether public comments will be solicited has not yet been decided.



Next fall, the FRA will publish a Tier 1 Final EIS and a Record of Decision (together, the “Tier 1 Record”), which will set forth in detail the analysis and rationale underlying the EIS and will serve to direct and inform the Tier 2 EIS. The Tier 1 Record will clearly note the importance of the Connecticut River Estuary and its environmental<sup>1</sup> concerns.

In the first half of 2017 the FRA will publish a “Service Development Plan,” effectively a blueprint for implementation of the Tier 1 EIS. This plan will propose the phasing of the Tier 2 EIS projects, taking into account on all relevant factors, such as levels of service, funding, state government input and railroad input. Once the Service Development Plan has been finalized, the Tier 2 process will be introduced and will proceed on a project-by-project basis over an extended time period as dictated by future events, including service demand and funding availability. Each Tier 2 EIS will address in detail all project elements, such as the specific location, design and construction features, will include a detailed environmental impact statement, and will have a life span of three years.

### **Alternative 1**

Alternative 1 in the Tier 1 Draft EIS contemplates a new bridge over the Connecticut River from Old Saybrook to Old Lyme and then an aerial structure over the western portion of the town, including the Historic District. If this section of Alternative 1 (the Old Saybrook to Kenyon, Rhode Island bypass) remains part of the preferred alternative in the final Tier 1 EIS, then in all events this section of the route will be constructed utilizing an underground tunnel instead of a bridge and aerial structure. The tunnel will be bored, not “cut and covered,” and will likely extend from the Old Saybrook train depot (probably using the Tilcon Aggregate site as a staging area) to the Whippoorwill Road abutment on the north side of Interstate 95 in Old Lyme. The precise route of the tunnel, and the location of necessary ventilation shafts, will be determined in the applicable Tier 2 EIS, taking into account harm and disruption to the environment, historical properties and the town during and after construction.

### **The Preferred Alternative**

In developing the preferred alternative the FRA will analyze further the three alternatives set forth in the Tier 1 Draft EIS and will take into account, among other things, the policy objectives of the FRA and the Department of Transportation, all of the public comments, and other input received. In evaluating the Old Saybrook to Kenyon bypass portion of Alternative 1 for inclusion in the preferred alternative, the FRA will carefully consider the following:

---

<sup>1</sup> In this letter the term “environment” refers to ecological and hydrologic/water resources, not the much broader meaning used in the Tier 1 Draft EIS.



(a) Information from us and the federal Environmental Protection Agency regarding the potential environmental impact on the Connecticut River Estuary. In particular, it will evaluate the potential impact on the estuary according to established criteria--ecologically sensitive habitat, threatened and endangered species, and an essential fish habitat, and the estuary's designation as a Ramsar Estuary of Global Importance and, potentially, as a National Estuarine Research Reserve.<sup>2</sup> Representatives from the Connecticut River Council of Governments, the Nature Conservancy, the Connecticut Audubon Society, the Roger Tory Peterson Estuary Center and the Old Lyme Land Trust will compile for your review detailed information regarding the potential impact of the proposed tunnel on this estuary, and the FRA will advise us of its conclusions regarding the relevance of this information;

(b) The National Register of Historic Places-listed properties as well as the National Historic Landmark-listed properties, as contemplated in the Section 106 procedures in the Federal Registry and the statements of the Advisory council on Historic Preservation. The FRA will also consider the significance of Old Lyme being listed as a Preserve America Community. We would also appreciate advice from the FRA regarding this analysis. We understand that the impact of construction activity, including vibration and displacement, on historic structures will be evaluated as part of the Tier 2 process; and

(c) The impact on residential areas, open space and archeological sites.

The FRA anticipates that the preferred alternative will incorporate elements of each of the three alternatives presented in the Tier 1 Draft EIS. If the preferred alternative does not include the Old Saybrook to Kenyon bypass, then it will no longer be reflected on EIS plans and maps and the public will be able to rest assured that the FRA has definitively abandoned this route.

### Current Shoreline Route

The current train service on the Connecticut shoreline (Shore Line East and Amtrak) will be continued and enhanced, regardless of the nature of the preferred alternative. Each of the three proposed alternatives contemplates, and the preferred alternative will include, substantial upgrades to the existing rail system sufficient to restore the system to a state of good repair and harden the line for improved resiliency. The amount allocated to this work is \$20 billion.

---

<sup>2</sup> A description of the various designations applicable to the lower Connecticut River region is found in Exhibit A hereto.



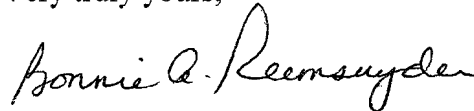
Mr. David Carol  
Ms. Rebecca Reyes-Alicea  
March 23, 2016  
Page 4

\* \* \*

Please contact me with any questions or comments you have regarding this letter, including particularly any of our understandings that you believe may be incorrect. We would greatly appreciate the opportunity to be updated by your team as the preferred alternative is developed, especially as you address the Old Saybrook to Kenyon bypass. We will, of course, respond promptly to any questions or issues that arise and, if it would be useful, we would meet with you in Washington or elsewhere.

Thank you very much.

Very truly yours,



Bonnie A. Reemsnyder  
First Selectwoman

CC: Sam Gold, Executive Director, RiverCOG  
John Forbis, Old Lyme  
Bennett Bernblum, Old Lyme  
Board of Selectmen

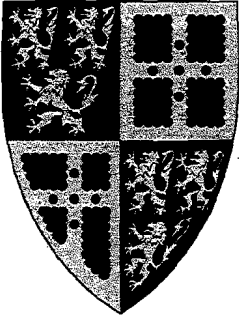


## EXHIBIT A

### CT River Designations from RiverCOG LTE Conservation Plan

[www.lcrlandtrustexchange.org](http://www.lcrlandtrustexchange.org)

The member land trusts of the LTE have charged themselves with protecting the natural assets of the RiverCOG Region, an invaluable environmental and recreational area of global significance that surrounds the lower 36 miles of the Connecticut River from the river's mouth at Long Island Sound to the northern borders of the municipalities of Cromwell and Portland and over 20 miles of Long Island Sound coast line from the western border of the town of Clinton, to the eastern border of the town of Old Lyme. It is home to many of the State's parks and forests and portions of two Refuges, the Menunketesuck/Duck Island complex and the Salt Meadow Unit of the Stewart B. McKinney National Wildlife Refuge and the southernmost 354 sq. miles of the Connecticut River watershed based Silvio O. Conte National Fish and Wildlife Refuge. This area of the Conte Refuge is now home to the Roger Tory Peterson Division, the Salmon River Division, and the Whalebone Cove Division; the Wild and Scenic Eightmile River; five Connecticut State designated greenways – the Menunketesuck – Cockaponset Regional Greenway, the Connecticut River Gateway Zone Greenway, the Eight Mile River Greenway, the Old Lyme Greenway, and parts of the Blue Blazed Trail System Greenway. The estuary of the lower river was designated as a Ramsar Estuary of Global Importance (1994), has been proclaimed by The Nature Conservancy to be one of the World's Last Great Places, and is listed as a Long Island Sound Stewardship Site (2005) by the Long Island Sound Stewardship Initiative. In 1998 the Connecticut was designated as an American Heritage River, one of 14 in the country. Running through the Region is part of the Metacomet, Monadnock, Mattabesett Trail System designated in 2009 as the New England National Scenic Trail that strives to extend over 200 miles from Massachusetts to Long Island Sound; the Region also surrounds the Connecticut River Gateway Conservation Zone, a 30,000 acre area surrounding the lower 30 miles of the Connecticut River, from the nearest ridge top to nearest ridge top across the length of the lower river. Since 1974, the Connecticut River Gateway Commission has been charged with protecting the scenic and ecological properties of this unique landscape. Most recently the lower Connecticut River region was identified by The Nature Conservancy as a focal area in their report entitled Resilient Sites for Terrestrial Conservation in the Northeast and Mid-Atlantic Region and the Connecticut River watershed was named the Nation's first National Blueway as part of the Dept. of the Interior's Americas Great Outdoors Initiative.



# TOWN OF OLD SAYBROOK

Office of the Board of Selectmen

302 Main Street • Old Saybrook, Connecticut 06475

Telephone (860) 395-3123 • FAX (860) 395-3125

November 13, 2015

Ms. Rebecca Reyes-Alicea  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Re: **NEC Future**

Dear Ms. Reyes-Alicea,

I have received and reviewed your brochure entitled "Our Future on Track". Thank you for sending this to me. Also, I attended a Federal Rail Administration (FRA) meeting in Hartford concerning this topic some time ago.

Obviously, investing and upgrading the NEC passenger rail line is critical to regional mobility, as the FRA points out in the report. However, in reviewing the options presented I fail to see the Old Saybrook Train Station listed on any of the Alternatives. I do note that not all stations are shown on your maps. Old Saybrook's absence may simply be due to space saving on the map.

You should be aware of the dramatic improvements that have been made and will be made next year at and near this train station. First, the State of Connecticut has built a new 199 space parking lot so that this busy train station will have much improved free parking options. Second, a new 186 unit apartment complex is being built (construction starts Monday, November 16, 2015) within walking distance of the train station. Lastly, the Town of Old Saybrook will be widening and rebuilding North Main Street, the main artery serving the Amtrak train station. There will be sidewalks and ample lighting on both sides of the street. This will provide an excellent connection to Old Saybrook's vibrant downtown which is within easy walking distance. Governor Malloy recently hailed all this activity as a model transit oriented development, a trend in both Connecticut and our neighboring states.

All in all, we expect to see train station ridership in Old Saybrook pick up significantly over the next few years as a result of these improvements. Amtrak service is vital to both the town and the ridership. Please contact me should you care to discuss this issue. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Carl P. Fortuna, Jr.", written over a horizontal line.

Carl P. Fortuna, Jr.

First Selectman, Town of Old Saybrook



*Town Board of Oyster Bay*

TOWN HALL

OYSTER BAY, NEW YORK 11771-1592

Rebecca M. Alesia  
Councilwoman

(516) 624-6302  
Fax (516) 624-6147  
ralesia@oysterbay-ny.gov

February 4, 2016

Rebecca Reyes-Alicea, NEC Future Program Manager  
U.S. Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Re: NEC Future Tier 1 Draft Environmental Impact Statement (DEIS)

Dear Ms. Reyes-Alicea:

Attached is correspondence from the Oyster Bay Town Board regarding the above referenced subject.

Please be apprised that I have coordinated the Town's review of the NEC Future DEIS through discussions with my colleagues on the Town Board. As such, I would be happy to serve as the Town's point of contact for this matter.

Please do not hesitate to contact me if you have any questions.

Very truly yours,

REBECCA M. ALESIA  
COUNCILWOMAN



*Town Board of Oyster Bay*

TOWN HALL  
OYSTER BAY, NEW YORK 11771-1592

Rebecca M. Alesia  
Councilwoman

(516) 624-6302  
Fax (516) 624-6147  
ralesia@oysterbay-ny.gov

February 2, 2016

Rebecca Reyes-Alicea, NEC Future Program Manager  
U.S. Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Re: NEC Future Tier 1 Draft Environmental Impact Statement (DEIS)

Dear Ms. Reyes-Alicea:

Thank you for your letter to the Town of Oyster Bay dated November 10, 2015 regarding the Northeast Corridor (NEC) Future initiative. We appreciate the opportunity to review the DEIS. A representative from the Town also attended the public hearing in Mineola on January 12<sup>th</sup>.

Please accept these comments from the Oyster Bay Town Board, submitted on behalf of the approximately 300,000 residents we represent. We ask that you give this correspondence, and all public input you receive on the DEIS, due consideration as you decide how to proceed.

Clearly, any of the action alternatives for the NEC Future project would be an ambitious undertaking. Even Alternatives 1 and 2, which respectively are titled "Maintain" and "Grow", would entail large capital expenditures and major construction for existing NEC facilities spanning from Washington, D.C., to Boston. However, Alternative 3, "Transform", which potentially would include the installation of a new "spine" for the NEC on Long Island, a segment of which would lie in the Town of Oyster Bay, is of the greatest interest to us and is the focus of these comments.

The Oyster Bay Town Board supports the NEC Future's overall goal of improving rail connections and capacity to advance the regional economy. However, the information provided in the DEIS regarding Alternative 3 is so nebulous that it is difficult to see how it can provide a suitable basis for decision-making.

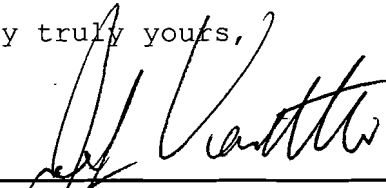
The DEIS vaguely indicates that the potential new route on Long Island would be installed in a "trench" through the Town of Oyster Bay, between Garden City and the Main Line of the Long Island Rail Road in Farmingdale. The DEIS does not even include a generic discussion of how this physically would be accomplished in an area that is already essentially fully built-out; nor is there even the most basic description of methods that could be used to accomplish this type of construction, where it has been successfully implemented in a similar setting, or how potential impacts during construction and operation would be mitigated. Although the DEIS prominently highlights the expected socio-economic benefits of the proposed action, information regarding anticipated adverse effects is almost completely omitted, making it problematic to arrive at fully informed and properly balanced findings.

We recognize that a "Tier 1" DEIS is intended to provide a broad basis for programmatic decisions. However, in the absence of meaningful impact assessment the subject DEIS does not seem to establish the necessary foundation for effective deliberations. Accordingly, we urge you to complete appropriate analyses of potential environmental impacts and present same for public review and comment before any decision is made to pursue Alternative 3. Although detailed, site-specific investigations may not be required or feasible at this time, technically valid, generic impact evaluations are practicable and should be completed to ensure that all relevant factors are taken into consideration in choosing the most appropriate course of action.

We await the outcome of your review of the comments submitted on the DEIS and we look forward to continuing participation in the public process for this important project.



Very truly yours,



---

JOHN VENDITTO  
TOWN SUPERVISOR



---

JOSEPH D. MUSCARELLA  
COUNCILMAN



---

ANTHONY D. MACAGNONE  
COUNCILMAN



---

CHRIS J. COSCHIGNANO  
COUNCILMAN



---

JOSEPH G. PINTO  
COUNCILMAN



---

REBECCA M. ALESIA  
COUNCILWOMAN



---

MICHELE M. JOHNSON  
COUNCILWOMAN

**NEC DEIS Comments - RECORD #2630 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Teri

**Last Name :** Tozzi

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #1777 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/15/2016

**First Name :**

Elvis

**Last Name :**

Tran

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #692 DETAIL**

**Status :** Action Completed

**Record Date :** 2/10/2016

**First Name :** Mark

**Last Name :** Traversa

**Stakeholder Comments/Issues :**

Putting a rail line through the Refuge is illegal and not in the best interest of Marylanders.

Mark Traversa

**NEC DEIS Comments - RECORD #1984 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Raymond

**Last Name :**

Tremaglio

**Stakeholder Comments/Issues :**

ear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #1787 DETAIL**

**Status :**

**Pending**

**Record Date :**

2/15/2016

**First Name :**

Adriana

**Last Name :**

Trigiani

**Stakeholder Comments/Issues :**

This is unacceptable! Find another route for the train tracks! Lyme Academy is hallowed ground for artists and art and the future! Adriana Trigiani

**NEC DEIS Comments - RECORD #957 DETAIL**

**Status :** Action Complete

**Record Date :** 2/11/2016

**First Name :** Ron

**Last Name :** Troy

**Stakeholder Comments/Issues :**

One cannot intelligently ignore the future of the NEC; it is an extremely important part of the transportation infrastructure in the Northeast US. It is in, at best, poor condition, with numerous weak points that greatly slow it down and reduce capacity. Some areas of needed importance seem relatively small or short, such as the Penn Newark to Penn NYC corridor - yet they are immensely critical. Worn out and outmoded infrastructure needs to be replaced or greatly improved, and in some cases new routes provided between 2 points. New routes, such as via Long Island (and Long Island Sound) need to be seriously considered. Faster equipment needs to be purchased, and slow points badly need to be eliminated. We probably don't need such things as maglev - at least not yet, but we could greatly gain by having our form of bullet trains that exceed 200 MPH, rather than maybe doing 75, if that much. Plus we have to maintain whatever it is we improve. And when people complain about cost, point out just how much more expensive much slower roads are, and how fuel wasteful air traffic is.

Ron Troy

[Redacted]

East Northport, NY 11731-5028

rtroy56@[Redacted]

[Redacted]

[Redacted]

**NEC DEIS Comments - RECORD #2664 DETAIL**

**Status :**

~~Action Completed~~

**Record Date :**

2/16/2016

**First Name :**

Andrea

**Last Name :**

Truax

**Stakeholder Comments/Issues :**

Re: Alternative 2, the Providence-Hartford-New Haven route: There are many towns between these two locations that TODAY have neither bus nor train interstate service, but these areas used to be served by public transportation - the Providence-Worcester Railroad. Now there is no interstate bus service at all in Windham County, Connecticut. What, exactly, is the reason why the towns in this corridor cannot have public transportation REESTABLISHED as it was previously? Even Peter Pan Providence-Hartford buses that pass through the town of Danielson, Connecticut refuse to drop off or pick up passengers until they get to UConn. Please add some local train stations and bus stops in between Providence and UConn. Public transportation was much better in these areas 50 years ago.



**NEC DEIS Comments - RECORD #3065 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/17/2016  
**First Name :** David  
**Last Name :** Tuchmann  
**Stakeholder Comments/Issues :**

Dear Ms. Reyes-Alicea,

Please find attached a comment regarding the NEC Future Draft Tier 1 EIS.

Thank you,  
David Tuchmann

David Tuchmann Vice President, Development  
601 Thirteenth Street, NW, Suite 300 North, Washington, DC 20005  
T 202.207.3926 E dtuchmann@akridge.com<mailto:dtuchmann@akridge.com>  
Akridge.com<http://www.akridge.com/>  
AKRIDGE  
Invested.

**Attachments :** 16-0216 NEC Future Comment Akridge.pdf (106 kb)

February 16, 2016

Ms. Rebecca Reyes-Alicea  
NEC FUTURE  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Dear Ms. Reyes-Alicea:

I write on behalf of Akridge in strong support of Alternative 3 as defined by the NEC Future Tier 1 Draft EIS. Akridge is a full-service real estate development firm, headquartered in Washington, DC since our founding in 1974. Akridge has invested over a decade coordinating with Amtrak, the Federal Railroad Administration, and the Union Station Redevelopment Corporation, to plan a 14-acre, 3 million square foot air rights development over the Washington Union Station rail yard called Burnham Place. We believe the transformation of the NEC into a high-speed, high-capacity, premier rail corridor directly enhances the long-term value of Burnham Place.

From the time our company first became involved with Burnham Place, we have believed that improving the efficiency, quality and capacity of Union Station is crucial to the long-term economic sustainability of the National Capital Region. Our region's road network is stretched beyond capacity yielding some of the longest driving commute times in the country. Our ability to attract businesses and residents in the coming decades to this area is contingent upon strategic investments in intercity and regional rail infrastructure, particularly at Union Station, to facilitate shorter trip times, higher productivity and greater regional mobility. In turn, Union Station's success as our region's most economically vital transportation asset is contingent upon dramatic, NEC-wide investments.

After assessing the Draft EIS Alternatives, we believe that only Alternative 3 provides the level of rail service required to achieve the full economic potential of Union Station and its impact on the regional economy. While the Draft EIS identifies several regions north of Washington as having high potential for rail-investment based economic value capture, the introduction of premium, high-capacity rail service in Greater Washington would also have a transformational impact.

Decreased travel times, more frequent service, and greater reliability for Amtrak, MARC and VRE are the key ingredients to catalyzing and leveraging substantial private sector investments (such as Burnham Place) in our region. Similar to Grand Central Terminal's position in New York City in previous decades, under Alternative 3, Union Station has the potential to serve as our region's transportation and economic crossroads. Frequent and fast rail service to New York City, Philadelphia and Baltimore will expand the perceived borders of our region making daily round trips to these destinations more commonplace. Increased regional rail service will make Union Station, and the areas accessible to it, a compelling place for



businesses with a national presence to locate. Coupled with long-range, planned improvements to our region's subway system, Alternative 3 would promote enhanced, convenient access from Union Station to Reagan National, Baltimore Washington International, Dulles International and even Philadelphia International Airports. This access would allow downtown Washington to compete with any region in the world to attract and retain global corporations.

Union Station today serves over 37 million visitors annually. Yet, the station's daily heavy rail ridership is still represents a small fraction of what high-capacity, intermodal stations throughout the world serve. Incremental investments in new infrastructure throughout the NEC are insufficient to realize the station's long term economic potential. The corridor necessitates sustained and transformational investments as envisioned only in Alternative 3.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "David Tuchmann", is written over a horizontal line.

David Tuchmann  
Vice President, Development

February 16, 2016

Ms. Rebecca Reyes-Alicea  
NEC FUTURE  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Dear Ms. Reyes-Alicea:

I write on behalf of Akridge in strong support of Alternative 3 as defined by the NEC Future Tier 1 Draft EIS. Akridge is a full-service real estate development firm, headquartered in Washington, DC since our founding in 1974. Akridge has invested over a decade coordinating with Amtrak, the Federal Railroad Administration, and the Union Station Redevelopment Corporation, to plan a 14-acre, 3 million square foot air rights development over the Washington Union Station rail yard called Burnham Place. We believe the transformation of the NEC into a high-speed, high-capacity, premier rail corridor directly enhances the long-term value of Burnham Place.

From the time our company first became involved with Burnham Place, we have believed that improving the efficiency, quality and capacity of Union Station is crucial to the long-term economic sustainability of the National Capital Region. Our region's road network is stretched beyond capacity yielding some of the longest driving commute times in the country. Our ability to attract businesses and residents in the coming decades to this area is contingent upon strategic investments in intercity and regional rail infrastructure, particularly at Union Station, to facilitate shorter trip times, higher productivity and greater regional mobility. In turn, Union Station's success as our region's most economically vital transportation asset is contingent upon dramatic, NEC-wide investments.

After assessing the Draft EIS Alternatives, we believe that only Alternative 3 provides the level of rail service required to achieve the full economic potential of Union Station and its impact on the regional economy. While the Draft EIS identifies several regions north of Washington as having high potential for rail-investment based economic value capture, the introduction of premium, high-capacity rail service in Greater Washington would also have a transformational impact.

Decreased travel times, more frequent service, and greater reliability for Amtrak, MARC and VRE are the key ingredients to catalyzing and leveraging substantial private sector investments (such as Burnham Place) in our region. Similar to Grand Central Terminal's position in New York City in previous decades, under Alternative 3, Union Station has the potential to serve as our region's transportation and economic crossroads. Frequent and fast rail service to New York City, Philadelphia and Baltimore will expand the perceived borders of our region making daily round trips to these destinations more commonplace. Increased regional rail service will make Union Station, and the areas accessible to it, a compelling place for

businesses with a national presence to locate. Coupled with long-range, planned improvements to our region's subway system, Alternative 3 would promote enhanced, convenient access from Union Station to Reagan National, Baltimore Washington International, Dulles International and even Philadelphia International Airports. This access would allow downtown Washington to compete with any region in the world to attract and retain global corporations.

Union Station today serves over 37 million visitors annually. Yet, the station's daily heavy rail ridership is still represents a small fraction of what high-capacity, intermodal stations throughout the world serve. Incremental investments in new infrastructure throughout the NEC are insufficient to realize the station's long term economic potential. The corridor necessitates sustained and transformational investments as envisioned only in Alternative 3.

Thank you for your consideration.

Sincerely,



David Tuchmann  
Vice President, Development

**NEC DEIS Comments - RECORD #2308 DETAIL**

**Status :**

Revision Completed

**Record Date :**

2/15/2016

**First Name :**

Tracy

**Last Name :**

Tupper

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #1702 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Allison

**Last Name :**

Turkowski

**Stakeholder Comments/Issues :**

I am opposed to the proposed railroad plan that would disrupt the small businesses, historic and educational buildings and the beauty of Old Lyme, CT. Figure out a better plan please.

**NEC DEIS Comments - RECORD #2022 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Bill

**Last Name :** Turner

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."



**NEC DEIS Comments - RECORD #2768 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/16/2016

**First Name :**

David

**Last Name :**

Turner

**Stakeholder Comments/Issues :**

I strongly oppose tunneling under the LI Sound through Milford Harbor.

**NEC DEIS Comments - RECORD #760 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/10/2016

**First Name :**

Jeffrey

**Last Name :**

Turner

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann

Office of Environmental Policy and Compliance

1849 C Street, NW-MS 2462-MIB

Washington D.C. 20240

Dear Ms. Braegelmann;

While I have long been a strong supporter of public transportation (I worked for the US DOT in the 90s), I completely oppose devastating the Patuxent Wildlife Refuge for rail use. Please use an option that does not impinge on critical wildlife habitat in high density human populations.

**NEC DEIS Comments - RECORD #2871 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Jeffrey

**Last Name :** Turner

**Stakeholder Comments/Issues :**

Please bring rail to western Massachusetts. Thanks.

**NEC DEIS Comments - RECORD #1355 DETAIL**

**Status :**

UNRECD

**Record Date :**

2/14/2016

**First Name :**

Molly

**Last Name :**

Turner

**Stakeholder Comments/Issues :**

As a permanent resident of Lyme, CT, and a part-time resident of Washington, DC, this plan is of great interest to me. For Connecticut, I am most interested in Alternative 2. Our highways are overburdened, we need the new inland rail lines, we need the connections with the Providence airport and with UConn (where I taught for several years, and am very conscious of how isolated it is for a major state university). As a frequent passenger on the entire corridor from Washington to Boston and all stops between, I would hope for the greatest investment in the entire rail system, including the developments in CT. But I think that those developments are the first priority, and I am uncertain about tunneling beneath Long Island Sound. So I would advocate for Alternative 2.

**NEC DEIS Comments - RECORD #2527 DETAIL**

**Status :**

████████████████████

**Record Date :** 2/16/2016

**First Name :** susan

**Last Name :** turner

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2461 DETAIL**

Status : [REDACTED]  
Record Date : 2/16/2016  
First Name : Benjamin  
Last Name : Turon  
Stakeholder Comments/Issues :

Hello,

I have attached my written comments as a pdf, and also pasted the text of my comments below.

Thank you very much.

Benjamin J. Turon

[REDACTED]  
41 Lewis Street

Ballston Spa, NY

12020

[REDACTED]  
Home Phone 518-885-4214

E-Mail: bjturon@[REDACTED]@gmail.com

FROM

Benjamin J. Turon

[REDACTED]  
41 Lewis Street

Ballston Spa, NY

12020

TO

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Dear Sir,

I would like to thank the individuals and organizations including Amtrak and the FRA who have done so much hard work to get the 'NEC Future' EIS up to this point. I have try to carefully study the facts and proposals set forth in the DEIS documents

#### Alternatives Costs/Benefits

To make costs more political palatable I think projects contained within the final recommended alternative should be "unbundled", so that each project can be judge individually on the merits of their costs/benefits.

The very large estimates for the various alternatives total project program costs I feel run the risk of being very off putting to the general public. Likely the average man and woman on street is not predisposed to support or comprehend a single public works project costing not just many tens of billions, but hundreds of billions of dollars. The falling public support for California's HSR project seems to be directly a result of its very high price of the final system, which has escalated much from its original estimates.

Breaking down the final alternative into specific individual projects with individual cost and benefit estimates for each project should make the scheme for building HSR in the NEC much easier to understand for the average citizen, and hopefully lead to greater public support.

I myself am very concern about the costs of the three alternatives under consideration. I thought that in Amtrak's earlier "A Vision for High-Speed Rail" the proposal project cost of \$151 billion was far too high to win public support. The \$290 billion cost of Alt. 3 in this DEIS is mind blowing even to a fierce HSR supporter such as myself. I think the general reaction among the public will be a rolling of the eyes and then a forgetting of the

whole idea of significantly upgrading and expanding passenger rail service in the BosWash corridor.

It's for this reason that I will voice my support for Alt. 1. I think the \$65 billion cost is within the realm of what could win the necessary political support to be fully funded by a combination of federal, state, and private money. It also is the alternative which leads to the biggest jump in ridership, with annual intercity passenger increasing from today's 11.7 million to 34 million. Commuter or "regional" ridership also sees a considerable bump.

For the other two alternatives (Alt. 2 & Alt. 3) I think you see a case of diminishing returns on investment. For Alt. 1 if you divide the ridership by cost you get 523,000 passengers for each billion you spend, but in Alt. 2 only another additional 43,000 per each billion after doubling the cost to \$135 billion. Adding \$155 billion in Alt. 3 gets you only another 5 million passengers annually over Alt. 2, at over quadruple the cost of Alt. 1.

True, you do see a big jump in regional ridership 72 million in Alt. 3 compared to Alt. 1; but perhaps this is another reason to "unbundle" projects so that they can be judge on their regional impacts. They could part of a à la carte menu of options to increase regional commuter rail capacity beyond the projects included in Alt. 1.

Overall I think it's important that the projects included in the final alternative be as cost efficient as possible, and that "gold-plating" should be avoided at all costs. It seems to me that the overall project costs and the costs-per-mile for HSR in the USA are much higher than for similar projects overseas. Why is this?

#### HSR Project Cost Comparison

HS-1 (UK)

Cost: \$8.7 billion

Mileage: 68 miles

Cost per Mile: \$128m

(Includes £800m on St. Pancreas Redevelopment)



Taiwan Shinkansen (Taiwan)

Cost: \$18.0 billion

Mileage: 214 miles

Cost per Mile: \$84m

LGV Est (France)

Cost: \$6.0 billion

Mileage: 256 miles

Cost per Mile: \$23m

(Project also includes an additional 128 miles upgraded 100-mph mainline track)

Hokuriku Shinkansen (Japan)

Cost: \$15.4 billion

Mileage: 179 miles

Cost per Mile: \$86m

(Nagano to Kanazawa with service to Tokyo via the 117km Nagano Shinkansen, planned future extension to Osaka)

HS-2 (UK)

Cost: \$50.1 billion

Mileage: 330 miles

Cost per Mile: \$152m

(Includes Phase One & Two London- to-the-Midlands, connects to Scotland via existing ECML & WCML)

Linear Maglev Chou Shinkansen (Japan)

Cost: \$74.7 billion

Mileage: 178 miles

Cost per Mile: \$420m

California LA-SF HSR Project

Cost: \$68.4 billion

Mileage: 520 miles

Cost per Mile: \$131m

NEC Futures: No Action Alternative

Cost: \$19.9 billion

Mileage: 454 miles

Cost per Mile: \$44m

NEC Futures: Alternative One

Cost: \$64-66 billion

Mileage: 454 miles

Cost per Mile: \$143m

NEC Futures: Alternative Two

Cost: \$131-136 billion

Mileage: 454 miles

Cost per Mile: \$294m

NEC Futures: Alternative Three

Cost: \$267-308

Mileage: 454 miles

Cost per Mile: \$633m

Of course the mountainous terrain of California, the numerous river crossings of the NEC, and the heavily urbanized regions that the proposed HSR projects in the Northeast and California are in part responsible. But still, the alternatives under consideration are not just far higher than the TGV, but much higher than even Shinkansen projects in Taiwan and Japan which are both mountainous and heavily urbanized nations.

Once again I support Alt. 1 because at about \$143m per mile its costs are in line with the cost per mile of Britain's HS-2 which is \$152m per mile adding up to a total project cost of \$50.1 billion.

The history of HSR in the United States is not a happy one, outside the NEC no project as actually succeeded and only recently in California has a project actually reached the construction phase. The future of the California project seems very much uncertain given its falling political support, media hostility, growing public opposition, and that no secure funding source large enough to complete it as currently envisioned as been found.

The NEC of course has been chronically underfunded since the original Metroliner project of the 1960s. While much as been accomplished including the rebuilding seen in the late 70s and early 80s funded by the NECIP funded by Congress in 1976 and next the electrification of the New Haven-Boston segment including the

introduction of the Acela; the corridor overall has suffered from the deferred renewal of aging infrastructure including several major tunnels and bridges.

To date Congress and the various state governments within the corridor have never found the sustain interest or will power to properly fund this vital intercity and commuter rail corridor. A major political sea change would be required for even Alt. 1 with its \$65 billion cost to be implemented successfully, and the far higher costs of Alt. 2 and 3 seem even far more foreboding.

In my opinion Alt. 1 realistically has the best chance of winning the necessary public and political support to be successfully completed. The alternative would bring the NEC up to the level of intercity service seen on the major trunk lines in the UK, where intercity ridership for the West Coast Main Line and Great Western Main Line in 2012 was 30 and 35 million annually. That to me seems good enough for the foreseeable future.

#### Ways to Expand Capacity at Lower Costs

To reduce costs but increase capacity I think the study should consider ideas like utilizing multi-level trains and alternative terminal stations for intercity service.

In Japan and France growing demand lead to the introduction of double-decker high speed trains like the TGV Duplex which has a 45% greater capacity than single-level TGVs. It's cheaper to run trains carrying more passengers than add new track to add more trains. Train length should also be increase to the maximum allowable by platform lengths. In Britain the Pendelinos of Virgin Trains on the West Coast Mainline are 11-cars long. On the Tokaido Shinkansen the bullet trains are 16-cars long. We must not repeat the mistake of the Acela, which has constrained capacity and stunted ridership and revenue due to its seven car length.

I think to avoid congestion at Penn Station that alternative New York City station sites for Amtrak service should be explored that would supplement but not supplant Penn Station. The SNCF's low-cost TGV service 'Ouigo' uses Marne-la-Vallee (Disneyland Paris) as its Paris terminus; the Réseau Express Régional (RER) rapid rail transit system connects to the rest of the metropolitan region including the central city.

Not all Tokaido Shinkansen trains terminate at Tokyo Station due to capacity constraints. There are 15 Tokyo-

Osaka round trips per hour but only 11 end at Tokyo Station, the other 4 terminate at Shinagawa Station 9km away. Terminating some trains at the newly built Shinagawa Station was cheaper than building more tracks into the city center. The future Tokyo-Nagoya Chuo Shinkansen linear maglev will terminate at a station 40 meters below the existing Shinagawa Station.

My question is do all intercity trains on the NEC need to terminate or transit thru Penn Station? With future increases in capacity south and north of New York City could perhaps additional NEC or Empire Service frequencies terminate at Grand Central Terminal or Hoboken Terminal instead of Penn Station? Both stations have excellent rapid transit connections. At Hoboken the PATH system connects to both Midtown and Downtown Manhattan. It has the Hudson ferries and NJT connections to northern New Jersey. And perhaps one distant day the number 7 Subway will reach Hoboken.

Given that it will take well over a decade to build two new tunnels into Penn Station and then rebuild (taking out of service) the two existing tubes; I could imagine Amtrak competing head on with budget coach services like MegaBus by operating high capacity multi-level trains out of Hoboken to Washington, or Penn Station to Albany-Rensselaer. Packing more passengers into the train thru use of multi-level coaches should allow a lowering of ticket prices that would stimulate ridership while not lowering overall train revenues.

Moving on I feel more should be done to improve the intermodal connection between intercity rail and air travel. We can see from Europe the benefits of including intercity stations in major airports for example at Frankfurt Airport in Germany and Charles de Gaulle Airport in France where direct connections can be made between airlines and ICE/TGV services thanks to codeshare agreements.

Could perhaps NEC intercity services be extended to JFK utilizing the right-of-way of the long "out-of-service" LIRR Rockaway Beach Branch Line? At the very least the existing air-rail connections at Newark Liberty and BWI should be further improved and promoted.

Amtrak's New Haven-Springfield Line is currently being doubled-tracked; it should also I think be electrified as part of the final alternative, eliminating the need to change engines at New Haven. Building a new segment of high speed line between Hartford and Providence via the University of Connecticut in Storrs could provide an alternative path and perhaps replace the need for the 50-mile 'Old Saybrook-Kenyon' new segment currently included in Alt. 1. Some of the additional Boston-NYC frequencies of Alt. 1 could then be routed via Hartford instead of the current coastal route.

## Planning for Capacity Beyond 2040

Now the NEC Future DEIS states that Alt. 1 "lacks sufficient additional capacity to support growth in demand after 2040". To that I would propose that given Alt. 3 essentially proposes building an entirely new double-track high speed railway parallel to the existing corridor, then why not spin it off entirely as a completely separate high speed ground transportation link along the lines of the Shinkansen?

Such new transport line could be conventional steel-wheel on steel-rail high speed rail technology or perhaps a new technology like the Japanese Linear Maglev or even Elon Musk's Hyperloop. And it could be a project led by the private sector with perhaps some public financial assistance and... right-of-way.

Currently there is an ongoing DEIS of a proposed maglev line connecting Washington DC, BWI Airport, and Baltimore. The plans of the private company Northeast Maglev to eventually extend this "demonstration line" northward to New York City. Could the NEC Future EIS be completed in such a way that would show a path forward for either conventional very high speed rail service or the SCMAGLEV NYC-DC proposal?

The "new segment" right-of-way laid out in Alt. 3 including the new downtown routings and city center stations could still if included in the final EIS, configured for use by a future Shinkansen or maglev system even if Alt. 1 is selected as the primary alternative.

If one-day after 2040 demand exceeds the capacity of the conventional NEC, then creating additional capacity by constructing an entirely new high speed ground transport line will be much more economically possible if much of the necessary planning and even land acquisition has been completed.

## Conclusion

In my opinion Alt. 1 provides the "best bang for the buck" and should be the final alternative chosen. The costs of Alt. 2 and 3 are so high that I fear public and political support would not be forthcoming. In addition, the

biggest jump in intercity ridership occurs in Alt. 1 and despite the many tens of billions spent ridership only marginally increases in Alt. 2 and 3, a case of diminishing returns.

I will indulge in the hope that the NEC Future EIS will win broad public support and thus liberal funding and not suffer the fate of so many other HSR studies in this nation.

Sincerely,

Benjamin J. Turon

**Attachments :**                      NEC Future Written Comments 2016-02-14.pdf (551 kb)

Benjamin J. Turon

~~LEWIS STREET~~  
Ballston Spa, NY  
12020

NEC FUTURE

U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Dear Sir,

I would like to thank the individuals and organizations including Amtrak and the FRA who have done so much hard work to get the 'NEC Future' EIS up to this point. I have try to carefully study the facts and proposals set forth in the DEIS documents

### **Alternatives Costs/Benefits**

To make costs more political palatable I think projects contained within the final recommended alternative should be "unbundled", so that each project can be judge individually on the merits of their costs/benefits.

The very large estimates for the various alternatives total project program costs I feel run the risk of being very off putting to the general public. Likely the average man and woman on street is not predisposed to support or comprehend a single public works project costing not just many tens of billions, but hundreds of billions of dollars. The falling public support for California's HSR project seems to be directly a result of its very high price of the final system, which has escalated much from its original estimates.

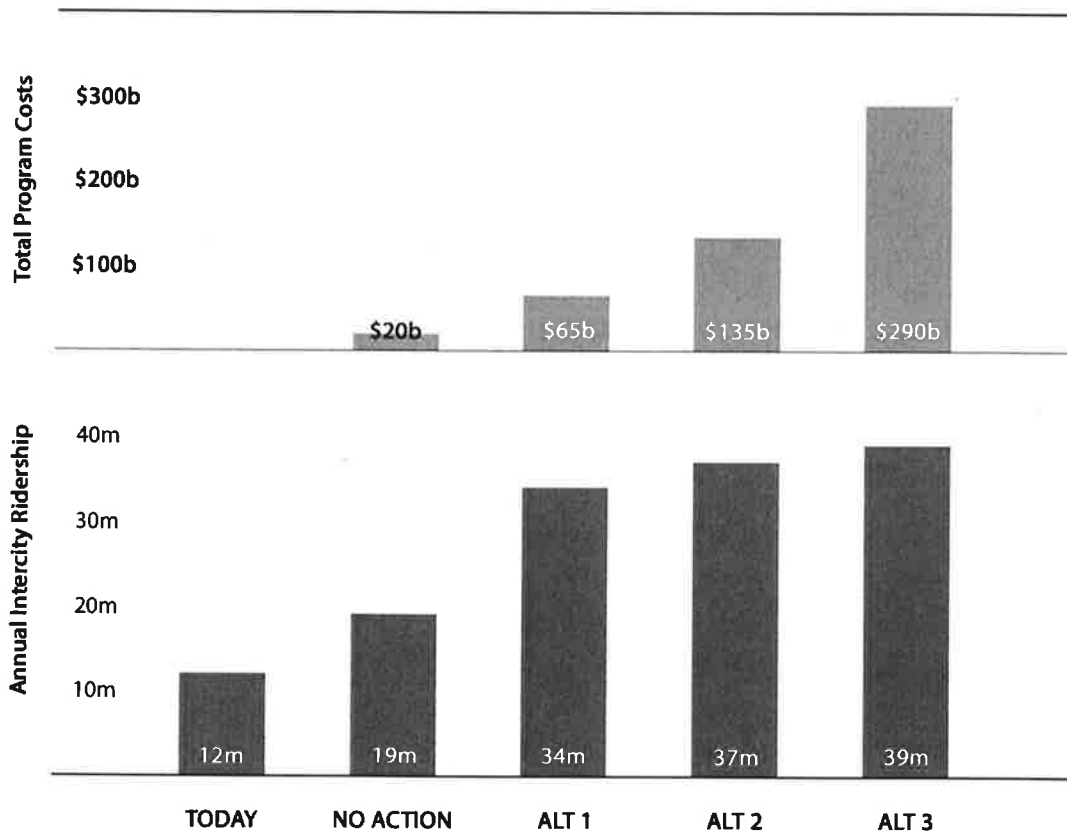
Breaking down the final alternative into specific individual projects with individual cost and benefit estimates for each project should make the scheme for building HSR in the NEC much easier to understand for the average citizen, and hopefully lead to greater public support.



I myself am very concern about the costs of the three alternatives under consideration. I thought that in Amtrak's earlier "A Vision for High-Speed Rail" the proposal project cost of \$151 billion was far too high to win public support. The \$290 billion cost of Alt. 3 in this DEIS is mind blowing even to a fierce HSR supporter such as myself. I think the general reaction among the public will be a rolling of the eyes and then a forgetting of the whole idea of significantly upgrading and expanding passenger rail service in the BosWash corridor.

It's for this reason that I will voice my support for Alt. 1. I think the \$65 billion cost is within the realm of what could win the necessary political support to be fully funded by a combination of federal, state, and private money. It also is the alternative which leads to the biggest jump in ridership, with annual intercity passenger increasing from today's 11.7 million to 34 million. Commuter or "regional" ridership also sees a considerable bump.

### NEC FUTURE RIDERSHIP & COST COMPARISON



For the other two alternatives (Alt. 2 & Alt. 3) I think you see a case of diminishing returns on investment. For Alt. 1 if you divide the ridership by cost you get 523,000 passengers for each billion you spend, but in Alt. 2 only another additional 43,000 per each billion after doubling the cost to \$135 billion. Adding \$155 billion in Alt. 3 gets you only another 5 million passengers annually over Alt. 2, at over quadruple the cost of Alt. 1.

True, you do see a big jump in regional ridership 72 million in Alt. 3 compared to Alt. 1; but perhaps this is another reason to “unbundle” projects so that they can be judge on their regional impacts. They could part of a à la carte menu of options to increase regional commuter rail capacity beyond the projects included in Alt. 1.

Overall I think it’s important that the projects included in the final alternative be as cost efficient as possible, and that “gold-plating” should be avoided at all costs. It seems to me that the overall project costs and the costs-per-mile for HSR in the USA are much higher than for similar projects overseas. Why is this?

## HSR Project Cost Comparison

### HS-1 (UK)

Cost: \$8.7 billion  
Mileage: 68 miles  
Cost per Mile: \$128m  
(Includes £800m on St. Pancras Redevelopment)

### Taiwan Shinkansen (Taiwan)

Cost: \$18.0 billion  
Mileage: 214 miles  
Cost per Mile: \$84m

### LGV Est (France)

Cost: \$6.0 billion  
Mileage: 256 miles  
Cost per Mile: \$23m  
(Project also includes an additional 128 miles upgraded 100-mph mainline track)

### Hokuriku Shinkansen (Japan)

Cost: \$15.4 billion  
Mileage: 179 miles  
Cost per Mile: \$86m  
(Nagano to Kanazawa with service to Tokyo via the 117km Nagano Shinkansen, planned future extension to Osaka)

### HS-2 (UK)

Cost: \$50.1 billion  
Mileage: 330 miles  
Cost per Mile: \$152m  
(Includes Phase One & Two London- to-the-Midlands, connects to Scotland via existing ECML & WCML)

### Linear Maglev Chou Shinkansen (Japan)

Cost: \$74.7 billion  
Mileage: 178 miles  
Cost per Mile: \$420m

### California LA-SF HSR Project

Cost: \$68.4 billion  
Mileage: 520 miles  
Cost per Mile: \$131m

### NEC Futures: No Action Alternative

Cost: \$19.9 billion  
Mileage: 454 miles  
Cost per Mile: \$44m

### NEC Futures: Alternative One

Cost: \$64-66 billion  
Mileage: 454 miles  
Cost per Mile: \$143m

### NEC Futures: Alternative Two

Cost: \$131-136 billion  
Mileage: 454 miles  
Cost per Mile: \$294m

### NEC Futures: Alternative Three

Cost: \$267-308  
Mileage: 454 miles  
Cost per Mile: \$633m

Of course the mountainous terrain of California, the numerous river crossings of the NEC, and the heavily urbanized regions that the proposed HSR projects in the Northeast and California are in part responsible. But still, the alternatives under consideration are not just far higher than the TGV, but much higher than even Shinkansen projects in Taiwan and Japan which are both mountainous and heavily urbanized nations.

Once again I support Alt. 1 because at about \$143m per mile its costs are in line with the cost per mile of Britain's HS-2 which is \$152m per mile adding up to a total project cost of \$50.1 billion.

The history of HSR in the United States is not a happy one, outside the NEC no project as actually succeeded and only recently in California has a project actually reached the construction phase. The future of the California project seems very much uncertain given its falling political support, media hostility, growing public opposition, and that no secure funding source large enough to complete it as currently envisioned as been found.

The NEC of course has been chronically underfunded since the original Metroliner project of the 1960s. While much as been accomplished including the rebuilding seen in the late 70s and early 80s funded by the NECIP funded by Congress in 1976 and next the electrification of the New Haven-Boston segment including the introduction of the Acela; the corridor overall has suffered from the deferred renewal of aging infrastructure including several major tunnels and bridges.

To date Congress and the various state governments within the corridor have never found the sustain interest or will power to properly fund this vital intercity and commuter rail corridor. A major political sea change would be required for even Alt. 1 with its \$65 billion cost to be implemented successfully, and the far higher costs of Alt. 2 and 3 seem even far more foreboding.

In my opinion Alt. 1 realistically has the best chance of winning the necessary public and political support to be successfully completed. The alternative would bring the NEC up to the level of intercity service seen on the major trunk lines in the UK, where intercity ridership for the West Coast Main Line and Great Western Main Line in 2012 was 30 and 35 million annually. That to me seems good enough for the foreseeable future.

## Ways to Expand Capacity at Lower Costs

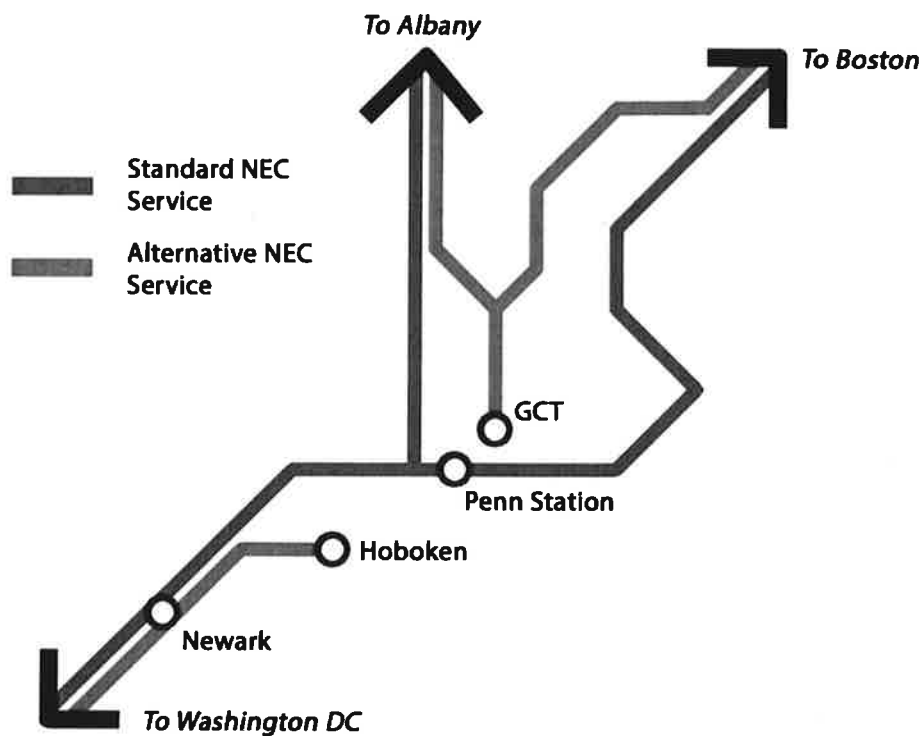
To reduce costs but increase capacity I think the study should consider ideas like utilizing multi-level trains and alternative terminal stations for intercity service.

In Japan and France growing demand lead to the introduction of double-decker high speed trains like the TGV Duplex which has a 45% greater capacity than single-level TGVs. It's cheaper to run trains carrying more passengers than add new track to add more trains. Train length should also be increased to the maximum allowable by platform lengths. In Britain the Pendelinos of Virgin Trains on the West Coast Mainline are 11-cars long. On the Tōkaidō Shinkansen the bullet trains are 16-cars long. We must not repeat the mistake of the Acela, which has constrained capacity and stunted ridership and revenue due to its seven car length.

I think to avoid congestion at Penn Station that alternative New York City station sites for Amtrak service should be explored that would supplement but not supplant Penn Station. The SNCF's low-cost TGV service 'Ouigo' uses Marne-la-Vallée (Disneyland Paris) as its Paris terminus; the Réseau Express Régional (RER) rapid rail transit system connects to the rest of the metropolitan region including the central city.

Not all Tōkaidō Shinkansen trains terminate at Tokyo Station due to capacity constraints. There are 15 Tokyo-Osaka round trips per hour but only 11 end at Tokyo Station, the other 4 terminate at Shinagawa Station 9km away. Terminating some trains at the newly built Shinagawa Station was cheaper than building more tracks into the city center. The future Tokyo-Nagoya Chuo Shinkansen linear maglev will terminate at a station 40 meters below the existing Shinagawa Station.

My question is do all intercity trains on the NEC need to terminate or transit thru Penn Station? With future increases in capacity south and north of New York City could perhaps additional NEC or Empire Service frequencies terminate at Grand Central Terminal or Hoboken Terminal instead of Penn Station? Both stations have excellent rapid transit connections. At Hoboken the PATH system connects to both Midtown and Downtown Manhattan. It has the Hudson ferries and NJT connections to northern New Jersey. And perhaps one distant day the number 7 Subway will reach Hoboken.

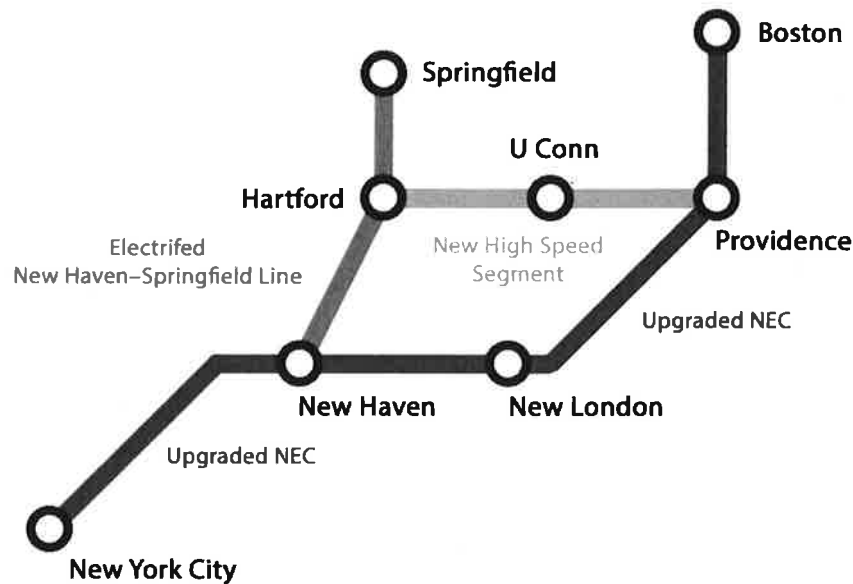


Given that it will take well over a decade to build two new tunnels into Penn Station and then rebuild (taking out of service) the two existing tubes; I could imagine Amtrak competing head on with budget coach services like MegaBus by operating high capacity multi-level trains out of Hoboken to Washington, or Penn Station to Albany-Rensselaer. Packing more passengers into the train thru use of multi-level coaches should allow a lowering of ticket prices that would stimulate ridership while not lowering overall train revenues.

Moving on I feel more should be done to improve the intermodal connection between intercity rail and air travel. We can see from Europe the benefits of including intercity stations in major airports for example at Frankfurt Airport in Germany and Charles de Gaulle Airport in France where direct connections can be made between airlines and ICE/TGV services thanks to codeshare agreements.

Could perhaps NEC intercity services be extended to JFK utilizing the right-of-way of the long "out-of-service" LIRR Rockaway Beach Branch Line? At the very least the existing air-rail connections at Newark Liberty and BWI should be further improved and promoted.

Amtrak's New Haven–Springfield Line is currently being doubled-tracked; it should also I think be electrified as part of the final alternative, eliminating the need to change engines at New Haven. Building a new segment of high speed line between Hartford and Providence via the University of Connecticut in Storrs could provide an alternative path and perhaps replace the need for the 50-mile 'Old Saybrook-Kenyon' new segment currently included in Alt. 1. Some of the additional Boston-NYC frequencies of Alt. 1 could then be routed via Hartford instead of the current coastal route.



### Planning for Capacity Beyond 2040

Now the NEC Future DEIS states that Alt. 1 “lacks sufficient additional capacity to support growth in demand after 2040”. To that I would propose that given Alt. 3 essentially proposes building an entirely new double-track high speed railway parallel to the existing corridor, then why not spin it off entirely as a completely separate high speed ground transportation link along the lines of the Shinkansen?

Such new transport line could be conventional steel-wheel on steel-rail high speed rail technology or perhaps a new technology like the Japanese Linear Maglev or even Elon Musk's Hyperloop. And it could be a project led by the private sector with perhaps some public financial assistance and... right-of-way.

Currently there is an ongoing DEIS of a proposed maglev line connecting Washington DC, BWI Airport, and Baltimore. The plans of the private company Northeast Maglev to eventually extend this “demonstration line” northward to New York City. Could the NEC Future EIS be completed in such a way that would show a path forward for either conventional very high speed rail service or the SCMAGLEV NYC-DC proposal?

The “new segment” right-of-way laid out in Alt. 3 including the new downtown routings and city center stations could still if included in the final EIS, configured for use by a future Shinkansen or maglev system even if Alt. 1 is selected as the primary alternative.

If one-day after 2040 demand exceeds the capacity of the conventional NEC, then creating additional capacity by constructing an entirely new high speed ground transport line will be much more economically possible if much of the necessary planning and even land acquisition has been completed.

### **Conclusion**

In my opinion Alt. 1 provides the “best bang for the buck” and should be the final alternative chosen. The costs of Alt. 2 and 3 are so high that I fear public and political support would not be forth coming. In addition, the biggest jump in intercity ridership occurs in Alt. 1 and despite the many tens of billions spent ridership only marginally increases in Alt. 2 and 3, a case of diminishing returns.

I will indulge in the hope that the NEC Future EIS will win broad public support and thus liberal funding and not suffer the fate of so many other HSR studies in this nation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Benjamin J. Turon', written in a cursive style.

Benjamin J. Turon

**NEC DEIS Comments - RECORD #465 DETAIL**

**Status :** Action Complete

**Record Date :** 2/1/2016

**First Name :** Josephine

**Last Name :** Tuttle

**Stakeholder Comments/Issues :**

No train ! No plan will be accepted by me for this awful request. Please save Old Lyme from this intrusion.



**NEC DEIS Comments - RECORD #3067 DETAIL**

**Status :** Unread  
**Record Date :** 2/17/2016  
**First Name :** Edie  
**Last Name :** Twining

**Stakeholder Comments/Issues :**

I am in favor of train travel whole heartedly. But the proposed Alt 1 option is an expensive gesture that does not justify its cost. It relocates the train route away from the shoreline which will increase I95 traffic. Auto traffic along the highway is already over crowded. Making the shoreline less accessible by train is therefor not of use to this area.

If the aim is to improve train travel through CT we need an option that can actually do this in a substantial way. Cutting half an hour off travel time is not substantial enough to justify demolishing an art academy and bisecting a town center. Please do not approve this Alt 1 proposal.

Edie Twining

[REDACTED]

[REDACTED]

[REDACTED]

Newton, MA 02464

[REDACTED]

[REDACTED]

**NEC DEIS Comments - RECORD #829 DETAIL**

**Status :**

REDACTED

**Record Date :**

2/11/2016

**First Name :**

Edith

**Last Name :**

Twining

**Stakeholder Comments/Issues :**

As an old Lyme resident and a traveler on Amtrak I strongly oppose the alternate 1 proposal to reroute the train tracks through the center of old Lyme. Not only does it destroy the historic areas of our town but it only shaves 20 minutes off the entire travel time from New York to Boston. In an effort to straighten out track for a high speed rail it also removes one of the most scenic rides along this corridor as well as forgoes local shoreline stops after Old Saybrook. I urge the FRA to rethink this specific proposal, Alt. 1. If such a significant amount of funds only shortens the trip by 20 minutes where is the value gained? Especially at the cost of the destruction of the historic district of Old Lyme

**NEC DEIS Comments - RECORD #393 DETAIL**

**Status :**

Action Completed

**Record Date :**

1/29/2016

**First Name :**

Edie

**Last Name :**

Twining

**Stakeholder Comments/Issues :**

As a resident of old Lyme I am against alternative 1 that runs amtrac through the heart of our town

**NEC DEIS Comments - RECORD #2164 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Catherine  
**Last Name :** Twohill  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #2227 DETAIL**

**Status :**

pending

**Record Date :**

2/15/2016

**First Name :**

Michele

**Last Name :**

Tycz

**Stakeholder Comments/Issues :**

I strongly oppose alternative 1 (Tier 1 Draft EIS) of FRA's Northeast Corridor Futures proposal. As a student, graduate, & nearby longterm homeowner this plan decimates both the natural & historic environment of a CT. gem.

**NEC DEIS Comments - RECORD #782 DETAIL**

**Status :** ~~Action Completed~~  
**Record Date :** 2/10/2016  
**First Name :** Jason and Meredith  
**Last Name :** Tyler  
**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann

Office of Environmental Policy and Compliance

1849 C Street, NW-MS 2462-MIB

Washington D.C. 20240

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Jason and Meredith Tyler

47 E. Montgomery Street

Baltimore

MD 21230

**NEC DEIS Comments - RECORD #71 DETAIL**

**Status :** Pending  
**Record Date :** 12/15/2015  
**First Name :** Christopher  
**Last Name :** Tzanavaris

**Stakeholder Comments/Issues :**

Looking beyond 2016 and the next few decades, well into the future, it is clear that ambitious efforts to develop the most comprehensive and far-reaching (also the most costly, in the short-term) "alternative" plan is not really an alternative at all, but the only logical solution. I would argue that the current alternative don't go far enough.

With the advent of self-driving vehicles and, by extension, the expectation that these networked vehicles will virtually eliminate all automobile traffic currently plaguing our roads (the main reason I use LIRR to commute to Manhattan), the American public will need a reason to choose rail over car. The only two compelling reasons will be (1) speed and (2) cost.

On the former (speed) rail could have a clear advantage - but only if high-speed rail is ubiquitous and convenient. A 20% decrease in travel time to your destination simply will not cut it. Speeds must vastly exceed not only current average rail velocities, but must also compensate for the disadvantages inherent in rail travel to a fixed point that may not be as conveniently located to your final destination.

The second reason, cost, is not as clear an advantage for rail, in status quo. Only by applying economies of scale can rail capture a market share sufficiently large to allow cost-per-mile to be truly competitive with automobiles that will be increasingly electric, automated, and efficient. We all know that rail is much more efficient than car, on an energy-per-mile basis, but this fact must translate to dollars-per-mile for it to be persuasive enough for a consumer to purchase a ticket to Boston instead of hopping in his automated Google car and simply saying, "Boston, please."

The FRA should push for the strongest possible development so that there is a place for rail in a technological future that could quickly render it obsolete, if it were not done properly,



**NEC DEIS Comments - RECORD #420 DETAIL**

**Status :**

Action Completed

**Record Date :**

1/30/2016

**First Name :**

Kel

**Last Name :**

Tyler

**Stakeholder Comments/Issues :**

This will greatly upset and disrupt the Town of Old Lyme and surrounding areas. This "planning process" has not been publicized nearly enough to the public.

**NEC DEIS Comments - RECORD #308 DETAIL**

**Status :** Action Completed

**Record Date :** 1/27/2016

**First Name :** Tim

**Last Name :** Ullrich

**Stakeholder Comments/Issues :**

How can you even consider running a giant rail line through the heart of a community with residential streets, houses and schools on both sides! I find this idea ridiculous to the extreme.

**NEC DEIS Comments - RECORD #638 DETAIL**

**Status :** Action Completed  
**Record Date :** 2/9/2016  
**First Name :** Steven H.  
**Last Name :** Kaplan, Ph.D.  
**Stakeholder Comments/Issues :**

Dear NEC Future Administrators,

I write on behalf of the Board of Governors of the University of New Haven and Lyme Academy College of Fine Arts' Board of Trustees to strongly oppose the "Alternative 1" Federal Rail Administration's proposed upgrades to the Northeast Corridor rail system that would negatively affect Lyme Academy and the town of Old Lyme, Connecticut.

The University of New Haven and Lyme Academy College merged in 2014, so we share a common future. We eagerly sought this partnership because of the institution's legendary role in preserving and promoting representational art and the town's status as the cradle of American Impressionism. The College is a jewel in the landscape of art institutions, one that retains a strong emphasis on classical academic approaches to art. It draws students and faculty from around the world and provides the local community unparalleled resources for artistic education and cultural immersion.

Recently it came to our attention that the FRA is proposing a new set of rails that would run directly through our Old Lyme campus, just south of Interstate 95. It is clear that Alternative 1 would be nothing short of catastrophic for the school.

The campus is located in Old Lyme's Historic District, which is on the National Register of Historic Places. Further, the John Sill House (1817), a structure noted on the Historic American Buildings Survey by the National Park Service, is located on Lyme Academy College's campus and in the direct path of the proposed rail lines. NEC Future Alternative 1 would cause irreparable damage to the campus, the town, the community and the environment.

As might be expected, such plans, while tentative, have caused much concern among town officials, residents and the larger community. It is, in our opinion, a flawed proposal with seemingly minor benefits to the existing rail system.

I therefore urge you not to pursue NEC Future Alternative 1 and to help us protect and preserve that about Lyme Academy College of Fine Arts and the town of Old Lyme which we hold most dear.

Thank you for your consideration.

Sincerely yours,

Steven H. Kaplan  
President

**Attachments :**

scan.pdf (217 kb)



University of New Haven

Office of the President

Steven H. Kaplan, Ph.D.  
President

February 8, 2016

NEC Future  
U.S. Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Dear NEC Future Administrators,

I write on behalf of the Board of Governors of the University of New Haven and Lyme Academy College of Fine Arts' Board of Trustees to strongly oppose the "Alternative 1" Federal Rail Administration's proposed upgrades to the Northeast Corridor rail system that would negatively affect Lyme Academy and the town of Old Lyme, Connecticut.

The University of New Haven and Lyme Academy College merged in 2014, so we share a common future. We eagerly sought this partnership because of the institution's legendary role in preserving and promoting representational art and the town's status as the cradle of American Impressionism. The College is a jewel in the landscape of art institutions, one that retains a strong emphasis on classical academic approaches to art. It draws students and faculty from around the world and provides the local community unparalleled resources for artistic education and cultural immersion.

Recently it came to our attention that the FRA is proposing a new set of rails that would run directly through our Old Lyme campus, just south of Interstate 95. It is clear that Alternative 1 would be nothing short of catastrophic for the school.

The campus is located in Old Lyme's Historic District, which is on the *National Register of Historic Places*. Further, the John Sill House (1817), a structure noted on the *Historic American Buildings Survey* by the National Park Service, is located on Lyme Academy College's campus and in the direct path of the proposed rail lines. NEC Future Alternative 1 would cause irreparable damage to the campus, the town, the community and the environment.

As might be expected, such plans, while tentative, have caused much concern among town officials, residents and the larger community. It is, in our opinion, a flawed proposal with seemingly minor benefits to the existing rail system.

I therefore urge you not to pursue NEC Future Alternative 1 and to help us protect and preserve that about Lyme Academy College of Fine Arts and the town of Old Lyme which we hold most dear.

Thank you for your consideration.

Sincerely yours,

Steven H. Kaplan  
President

**NEC DEIS Comments - RECORD #723 DETAIL**

**Status :** Action Completed

**Record Date :** 2/10/2016

**First Name :** Adrian

**Last Name :** Untermeyer

**Stakeholder Comments/Issues :**

Thank you for your efforts to improve the NEC.

As you craft your plans, I urge you to build railroad cooperation into any blueprint for the NEC's future.

As I recently wrote in Gotham Gazette:

"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."

Please -- don't let the NEC remain siloed. Any additional communication and coordination will be a boon to everyday riders. And any attempt to undermine these efforts will be remembered by voters throughout the corridor.

Respectfully yours,

Adrian Untermeyer

**NEC DEIS Comments - RECORD #2256 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Allison

**Last Name :**

Urbach

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #2206 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Elizabeth

**Last Name :** Urbanski

**Stakeholder Comments/Issues :**

I oppose NEC alternative 1.



**NEC DEIS Comments - RECORD #1222 DETAIL**

**Status :**

Pending

**Record Date :**

2/13/2016

**First Name :**

Karen

**Last Name :**

Ursini

**Stakeholder Comments/Issues :**

I live in Old Lyme & want my town to have some input on these changes. Improve the rail lines we already have - do NOT add any new ones!! The improvements must be done in a way that does not sacrifice the character and composition of local communities by cutting right through them. Old Lyme needs to be allowed a voice. Again I say, improve the rail lines we already have - do NOT add any new ones!!



DEPARTMENT OF THE ARMY  
US ARMY CORPS OF ENGINEERS NORTH ATLANTIC DIVISION  
FORT HAMILTON MILITARY COMMUNITY  
302 GENERAL LEE AVENUE  
BROOKLYN, NY 11252-6700

February 1, 2016

Operations & Regulatory Division

Ms. Rebecca Reyes-Alicea  
NEC FUTURE Program Manager  
U.S. Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Dear Ms. Reyes-Alicea: *Rebecca,*

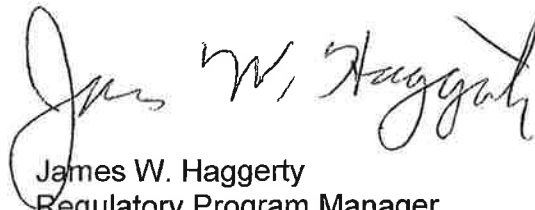
Thank you for your November 10, 2015 letter announcing the release of the Tier 1 Draft Environmental Impact Statement (Draft EIS) for NEC FUTURE, your agency's comprehensive plan for improvements to the Northeast Corridor rail line from Washington, DC to Boston, MA.

The U.S. Army Corps of Engineers Regulatory Program has lent robust support to this effort as it evolved over the past four years from its origin as one of five projects identified by the Council on Environmental Quality as part of a pilot program to identify and promote more efficient ways to perform effective environmental reviews. Originally referred to as the Northeast Corridor High-Speed Rail Pilot, the original objectives were to: 1) expedite the environmental reviews for high-speed passenger rail service in the Northeast Corridor through an innovative and more efficient collaborative process; and 2) identify lessons learned and establish best practices for large-scale and multi-state projects, integrated and tiered decision-making, and similar infrastructure programs. We appreciate the efforts of your agency and consulting team in successfully leading a multi-faceted collaborative process that informed preparation of the Draft EIS which your agency released for public comment on November 10, 2015.

We recognize that this is a Tier 1 corridor-level Draft EIS which in and of itself may not be intended to provide the necessary level of National Environmental Policy Act (NEPA) documentation to support issuance of Department of the Army permits authorizing work in jurisdictional waters of the United States which may be undertaken in conjunction with specific projects. However, I anticipate that the New England, New York, Philadelphia and Baltimore Districts of the Corps will appropriately utilize the findings in the upcoming Final EIS to inform, and/or augment, any project-specific NEPA analyses that are required as they review permit applications for projects along the Northeast Corridor that may be submitted by a number different applicants.

I look forward to continuing the excellent working relationship we have with your agency and consulting team as NEC FUTURE progresses toward issuance of a Final EIS, a Record of Decision, and a Service Development Plan. If you have any questions, please contact me by phone at (347) 370-4650 or by email at James.W.Haggerty@usace.army.mil.

Sincerely,

A handwritten signature in black ink that reads "James W. Haggerty". The signature is written in a cursive style with a large initial "J" and "H".

James W. Haggerty  
Regulatory Program Manager  
Operations & Regulatory Division

CF:  
CENAE-R  
CENAN-OP-R  
CENAP-OP-R  
CENAB-OP-R

**NEC DEIS Comments - RECORD #926 DETAIL**

**Status :** Action Completed

**Record Date :** 2/11/2016

**First Name :** Brian L.

**Last Name :** Dunn

**Stakeholder Comments/Issues :**

NEC FUTURE Team,

The U.S. Coast Guard has reviewed the NEC FUTURE Tier 1 DEIS and offers the attached comments.

Very respectfully,

-Matt

Matthew S. Robertson  
Bridge Management Specialist  
Bridge Program, Permits Division, CG-BRG-2  
US Coast Guard Headquarters, Stop 7418  
2703 Martin Luther King JR Avenue, SE  
Washington, DC 20593-7418  
202-372-1517

**Attachments :** USCG DEIS Comments Transmittal Letter.pdf (81 kb)

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commandant  
United States Coast Guard

COMMANDANT (CG-BRG)  
US COAST GUARD  
2703 Martin Luther King Ave SE  
Mail STOP 7509  
WASHINGTON DC 20593-7509

Phone: (202) 372-1520

16591  
February 11, 2016

Ms. Rebecca Reyes-Alicea  
NEC FUTURE  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Dear Ms. Reyes-Alicea:

The U.S. Coast Guard (USCG) has reviewed the NEC Future Tier 1 Draft Environmental Impact Statement (DEIS) and offers the following comments. The USCG is responsible for the issuance of bridge permits pursuant to the General Bridge Act of 1946 (33 U.S.C. 525-533) and for promulgation of drawbridge regulations (33 U.S.C. 499). The USCG has federal jurisdiction over all bridges crossing navigable waters of the United States as defined in 33 CFR 2.36. It is not anticipated that all of the bridges in the NEC project area will require a USCG bridge permit; however, the USCG will need to review each bridge proposal on a case-by-case basis, to make that determination.

The underlying responsibility of the Coast Guard Bridge Program is to assess impacts on navigation. Therefore, we must coordinate with waterway users, facilities, and bridge owners in addition to the Federal Railroad Administration (FRA) and their consultants, as applicable, during project development. In addition, as part of the National Environmental Policy Act (NEPA) compliance for issuance of the USCG bridge permit, the USCG District Bridge Offices will conduct a review of any environmental impacts of the proposed bridges.

The USCG is a cooperating agency in the NEC FUTURE NEPA process and understands that this Tier 1 DEIS uses representative routes and does not recommend a preferred alternative. Prior to the development of the Tier 2 document, it is recommended that NEC contact the Coast Guard to discuss navigation for each bridge proposal. The NEC might be required to prepare and submit navigation impact reports at the beginning of the permit process to provide the most accurate picture of current and prospective navigation on each waterway. If any of the proposed bridges have the potential to impact any identified waterway users, the Coast Guard will evaluate the potential impacts to determine whether the proposed bridges meet the reasonable needs of navigation. The Coast Guard will then provide a preliminary determination, including the minimum navigational clearances, which will be required for each bridge proposed. The navigational clearances should be reflected in the project alternatives that are evaluated in the Tier 2 or subsequent NEC environmental documents. For the Tier 2 or subsequent NEPA document for any of the proposed bridges (new or replacement), please ensure the document addresses the USCG's environmental requirements as described in the Bridge Permit Application Guide (BPAG), found at <http://www.uscg.mil/hq/cg5/cg551/default.asp>. Navigation documentation and other bridge permit application requirements can also be found in this Guide.

For questions related to waterways within the states of Massachusetts, Rhode Island, Connecticut, New York, and northern New Jersey, please contact Mr. Chris Bisignano, District One Bridge Manager, at (212) 514-4331. For questions related to waterways in southern New

**NEC DEIS Comments - RECORD #515 DETAIL****Status :**

Revision Completed

**Record Date :**

2/3/2016

**First Name :**

Todd

**Last Name :**

Vachon

**Stakeholder Comments/Issues :**

I'm writing in support of the expansion of rail service to alleviate delays as well as to expand access in the Northeast Corridor. As a frequent rail commuter to NYC and Washington, DC, and as Teacher and Researcher at the University of CT, I find alternatives 2 and 3 to be most desirable. These alternatives offer a connection to the UConn campus, which would be a tremendous opportunity to grow the knowledge economy in CT and create lots of good paying jobs as well as attract the brightest scholars from around the world to attend our flagship state university. The Northeast region and the state of CT in particular needs to be a leader by creating a 21st century infrastructure.

**NEC DEIS Comments - RECORD #609 DETAIL**

**Status :** Action Completed

**Record Date :** 2/8/2016

**First Name :** Stefani

**Last Name :** Vaillancourt

**Stakeholder Comments/Issues :**

I think this plan yes would be lovely for those who were able to use it, but mother nature would not benefit at all. Our osprey population is rather large and we would love to keep it that way. I grew up in Old Lyme and visit frequently... I would hate for this railway to change that for myself and for the wildlife.

**NEC DEIS Comments - RECORD #682 DETAIL**

**Status :**

Action Complete

**Record Date :** 2/10/2016

**First Name :** Patricia

**Last Name :** Valdata

**Stakeholder Comments/Issues :**

I strongly oppose the proposal to run a new rail line for the Northeast Corridor through the Patuxent Wildlife Tract. This historic refuge, established in 1936 by executive order of President Franklin D. Roosevelt, is the nation's only national wildlife refuge established to support wildlife research. As such it is one of Maryland's most significant research facilities.

In addition, the public areas of this woodland include stream, wetland, riparian and forest habitats that are critical to a number of at-risk bird species. The habitat in this preserve has been recognized by Audubon Maryland-DC as an Important Bird Area (IBA) because it provides critical habitat for several declining bird species. I have birded at Patuxent, which was one of the major stopovers a few winters ago for Red Crossbills and White-winged Crossbills, two birds that rarely come this far south. I was one of hundreds of birders who traveled many miles to see these birds. Birders like me buy food and gas in the surrounding areas, and if we come from a long distance, often stay overnight, contributing to the local economy.

The refuge works with inner-city kids as part of its Urban Refuge program, and partners with many organizations, to promote research and STEM education to underserved children.

I urge you to choose an alternative route.

Pat Valdata

Elkton, MD



**NEC DEIS Comments - RECORD #2079 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Peter

**Last Name :**

Valentin

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven

**NEC DEIS Comments - RECORD #2593 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Danielle

**Last Name :** Valles

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #1751 DETAIL**

**Status :** Pending  
**Record Date :** 2/15/2016  
**First Name :** Anthony & Irene  
**Last Name :** Vallombroso  
**Stakeholder Comments/Issues :**

We are completely against any rail line extending through the Town of Old Lyme, Connecticut. The existing line is sufficient to address any current or future needs in our opinion.

**NEC DEIS Comments - RECORD #2784 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/16/2016  
**First Name :** Lynn  
**Last Name :** Van der Veer  
**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely, Lynn Van der Veer

**NEC DEIS Comments - RECORD #1018 DETAIL**

**Status :**

Action Completed

**Record Date :** 2/12/2016

**First Name :** Addison

**Last Name :** Van Ness

**Stakeholder Comments/Issues :**

In this plan, the local communities gets nothing positive, all negative for zip 06371. No community wants 2 rail lines going through it.

If you want to get community support to use I-95 as the path, you need to offer the community something - like removing the existing rail line. If not, using the existing line is the only option we will support.

**NEC DEIS Comments - RECORD #3069 DETAIL**

**Status :**

Unread

**Record Date :**

2/17/2016

**First Name :**

**Last Name :**

Tracy

**Stakeholder Comments/Issues :**

Why on earth would you destroy an historic town's heart to speed up a train by mere 30 minutes?

This an awful idea and whoever proposed it ought to have their head examined

They clearly are not in touch with reality. Was a feasibility study conducted? Because if it had been you would know that more harm and damage would come from doing this than good.

Do not ruin the historic downtown of Old Lyme.

Tracy van Vliet

Old Saybrook

Sent from my iPad

**NEC DEIS Comments - RECORD #1611 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Trisha  
**Last Name :** Van Wagner

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1937 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Trisha Van Wagner

[REDACTED] Baltimore, MD21211

**NEC DEIS Comments - RECORD #2266 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Paul

**Last Name :** Vanasse

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."



**NEC DEIS Comments - RECORD #2387 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Liz

**Last Name :** Vanden Heuvel

**Stakeholder Comments/Issues :**

To Whom It May Concern:

There can be no justification for putting a rail line through the park. We have enough challenges to our natural world without deliberately adding more. Do not approve this idea! We need to keep all that we still have in the way of preserved land for wildlife. Far too much is already gone!

Liz Vanden Heuvel  
Annapolis, MD

[REDACTED]

**NEC DEIS Comments - RECORD #573 DETAIL**

**Status :** Action Completed

**Record Date :** 2/6/2016

**First Name :** Sal

**Last Name :** Varano

**Stakeholder Comments/Issues :**

I vehemently oppose any Amtrack rail service suggestions that run through Garden City, NY. Such action would be the most destructive action to the entire communities of Garden City, Stewart manor, and Floral Park. As I resident of this area, I do NOT support such an absurd and destructive proposal

**NEC DEIS Comments - RECORD #570 DETAIL**

**Status :**

**Version Complete**

**Record Date :**

2/6/2016

**First Name :**

Yvonne

**Last Name :**

Varano

**Stakeholder Comments/Issues :**

The proposal of a new high speed line that would originate in Floral Park and go straight down Stewart Avenue through Nassau County and Suffolk is completely absurd. It would absolutely destroy every community along the way. The Long Island RR does an excellent job of transporting people from Floral Park to Ronkonkoma. There is absolutely no benefit to a second train line transporting passengers along the exact same route. This proposal is so preposterous I can believe it is even given a second thought. I can't imagine there is a single community along that route that would be supportive of this proposal.

**NEC DEIS Comments - RECORD #1824 DETAIL**

**Status :** ██████████  
**Record Date :** 2/15/2016  
**First Name :** Bruce  
**Last Name :** Varga  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #138 DETAIL**

**Status :** Pending

**Record Date :** 1/11/2016

**First Name :** Rita

**Last Name :** Varley

**Stakeholder Comments/Issues :**

Enhancement of our public transportation system and easy use of bicycles is critically important for lowering our dependence on fossil fuels. I have a bike but it is too difficult to use it regularly to get places. The streets are still quite dangerous for bikers. When bikers try to use the SEPTA trains it is awkward and there is no really good place for the bikes. Amtrak, PLEASE DO move forward on your good plans!

**NEC DEIS Comments - RECORD #937 DETAIL**

**Status :** Action Completed

**Record Date :** 2/11/2016

**First Name :** Charles

**Last Name :** Varner

**Stakeholder Comments/Issues :**

Ms Carol Bragelmann  
Office of Environmental Policy  
1849 C Street NW-2462-MIB  
Washington DC 0240

Dear Ms Bragelmann,

I am writing this letter as citizen of Maryland in opposition to Alternative Three in your rail plan. I feel it would be a terrible loss of wildlife, wetlands, and to the citizens of our State. Many folks in the local area enjoy the wooded trails and wildlife in the Patuxent Wildlife Center. Please try to find another way.

Sincerely,

Charles R Varner  
browserbottom@[REDACTED]

**NEC DEIS Comments - RECORD #1595 DETAIL**

**Status :** Pending  
**Record Date :** 2/15/2016  
**First Name :** Joyce  
**Last Name :** Varona

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland, and a supporter of preserving our state's few remaining wild places, I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

As a birdwatcher and nature enthusiast, I have visited the Patuxent Wildlife Refuge and Visitor Center many times over the 32 years I have lived in Prince George's County Maryland. One of my fondest memories is from last Mother's Day, May 10, 2015. My family (to include my 3 adult children, and daughter in-law) and myself hiked the trails of this beautiful refuge with these reasons in mind, to get away from the city,

enjoy time together in nature, bird watch, get some exercise, and be device free for several hours, aka we talked and had conversations. We did enjoyed the day together even though it was hot, sunny, and of course very humid. We were thankful for the shade that the tree canopy provided us along the trail and excited about the wildlife we encountered as well, toads, skinks, lizards, and deer. We also noticed signs along the trail of the wildlife living in the refuge to include, owl pellets, snake skins, scat, hoof and paw prints. We were able to identify many bird species, including a beautiful Summer Tanager who was migrating through. It would be truly disappointing to lose any part of this wild space in Maryland as it provides wildlife and birds shelter, a home, a migratory safe haven and it also provides citizens a natural outdoor venue to enjoy!

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Joyce Varona



**NEC DEIS Comments - RECORD #2779 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Jesse

**Last Name :** Vasiloff

**Stakeholder Comments/Issues :**

Please do not allow this train to destroy the natural wetlands and the beautiful town of Old Lyme.

1-2-2016

ATTN: NEC FUTURE:

FROM: JOHN S. VASKO [REDACTED]

I READ THE INFORMATION, AND I BELIEVE  
PLAN # 2, IS THE BEST OPTION,

PLEASE KEEP ME, PASTED ON FUTURE INFORM-  
ATION AND MEETINGS, I CANNOT ATTEND THE  
PHILADELPHIA MEETING ON JAN. 11<sup>TH</sup>.

BUT I PLAN TO SEEK WORK, WHEN THE  
PROJECT STARTS.

MY BACKGROUND, IS THAT OF ARCHITECTURE AND  
ENGINEERING,

THANK YOU,

**NEC DEIS Comments - RECORD #3037 DETAIL**

**Status :**

Unread

**Record Date :**

2/16/2016

**First Name :**

Eddie

**Last Name :**

Vautrain

**Stakeholder Comments/Issues :**

As you are probably aware at this point, the plan to run a high speed train through downtown Old Lyme is ridiculous on too many levels. Why would the townspeople ever allow this to happen? Answer - they wouldn't. Wrong town, wrong time. This town has too much pride and awareness to allow such a foolhardy occurrence. But let's play devils advocate. How would such a train benefit Old Lyme? Hmmm. Convenience? Nope. Usability? Nope. Tourism? No. Unless you are planning on paying for education in old Lyme for the life of the train then I suggest you reconsider the laying of your tracks.

**NEC DEIS Comments - RECORD #544 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/4/2016

**First Name :** Robert

**Last Name :** Vavasour

**Stakeholder Comments/Issues :**

I cannot make out any details of the proposed route along Long Island Sound, which passes directly behind our [REDACTED] in Guilford, CT, from the map provided, to determine what specific impacts upgrades would pose. So I cannot offer any comments at this time.

**NEC DEIS Comments - RECORD #2611 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Robert

**Last Name :** Vecchio

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #1406 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/14/2016

**First Name :**

Mark

**Last Name :**

Velez

**Stakeholder Comments/Issues :**

The tier one alternate will completely destroy the heart of one of connecticut's jewels of the shoreline. It would decimate the historic district, ruin the art community, including the Florence Griswold museum complex which by the way is the home of American Impressionism and a great tourist and school attraction for the state of ct, tier one would literally destroy our town by putting the rail through its heart. This would be the worst move ct could do to itself and the people of old Lyme. There has to be another solution.

**NEC DEIS Comments - RECORD #263 DETAIL**

**Status :**

Action Completed

**Record Date :** 1/25/2016

**First Name :** Roberta

**Last Name :** Velez

**Stakeholder Comments/Issues :**

I'm totally oppose the movement of the rails through the Town of Old Lyme. I moved to my home on the marsh of the

Lieutenant river In 2008. I moved here from Lyme because of the beauty of the River & the many River birds that live along its banks & marsh. Including the rare Black Duck. During the warmer weather I

Can enjoy watching the many children who take their recess on the lawn of the Famous historic Florence Griswold museum. Although the turnpike is close by It's a nois I can live with. This would not be

True if it was Amtrack. I'm all to familiar with the noise from the train and would never be able to sleep through the noise. It

Sounds like a bomb going off . When it hits

The currant bridge over the Ct. River.

I would be forced to sell my house if this is

Passed, and most likely at a loss. Please

Do not destroy the natural beauty of this special place. Respectfully, Roberta Velez

**NEC DEIS Comments - RECORD #163 DETAIL**

**Status :** Pending

**Record Date :** 1/13/2016

**First Name :** Angelica

**Last Name :** Vella

**Stakeholder Comments/Issues :**

No - as a long island resident I do not want this to happen. We have too much congestion on tracks, I don't want anymore. Amtrack is constantly breaking down and doesn't maintain its tracks and tunnels. Stay off Long Island.



**NEC DEIS Comments - RECORD #1359 DETAIL**

**Status :**

**Unread**

**Record Date :**

2/14/2016

**First Name :**

Barbara

**Last Name :**

Venable

**Stakeholder Comments/Issues :**

I am absolutely opposed to the #1 alternate plan & it makes me very angry that this huge issue was not brought before this community until it was almost too late to comment. This historic area is unquestionably one of the most beautiful & significant areas of our country & should be treated as such. Please listen to us.

**NEC DEIS Comments - RECORD #2435 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Paul

**Last Name :**

Verille

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #2640 DETAIL**

**Status :** Action Complete

**Record Date :** 2/16/2016

**First Name :** Patrick

**Last Name :** Veronneau

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #763 DETAIL**

**Status :** Action Completed

**Record Date :** 2/10/2016

**First Name :** Vincent

**Last Name :** Verweij

**Stakeholder Comments/Issues :**

Hello,

I am writing you to express concern about a proposed railway line planned to go through Patuxent Research Refuge. The proposed disturbance would significantly reduce the ecosystem value this refuge provides to us and the wildlife the area sustains. Not only the construction, but the long-term noise and pollution impact will be unsustainable.

This refuge was designated for wildlife research back in the early 1900s by President Roosevelt. To continue this research properly, the refuge must remain undisturbed.

I understand it's easier to plan to go through an area currently without human population, but just as we need sensible public transportation, we also need a healthy environment to survive, and exploring already-disturbed areas should be a priority for this project.

Sincerely,

Vincent Verweij

**NEC DEIS Comments - RECORD #2545 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Damaris

**Last Name :** Vesga

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #111 DETAIL**

**Status :** Pending  
**Record Date :** 1/7/2016  
**First Name :** Danny  
**Last Name :** Plaughter  
**Stakeholder Comments/Issues :**

Hello --

I would like to submit the following comments on behalf of Virginians for High Speed Rail.

Regards,

Danny

--

Daniel L. Plaughter  
Executive Director

\*Virginians for High Speed Rail\*\*O\*:804.864.5193 | \*F\*:804.864.5194 | \*C\*:  
804.461.8165 | \*www.VHSR.com <<http://www.vhsr.com/>>\*

\*Virginians for High Speed Rail\* is a non-profit coalition of citizens, businesses, localities, community organizations, and economic development agencies that educate and advocate for the expansion of fast, frequent, and reliable rail service connecting our communities to increase the economic potential of the Commonwealth. We were founded in 1994 as a partnership between the Greater Richmond Chamber of Commerce and the Future of Hampton Roads.

**Attachments :** VHSR NEC Future Draft T1EIS Comments.pdf (993 kb)



5101 Monument Ave.  
Richmond, Virginia 23230  
P: 804.864.5193 | F: 804.864.5194  
VHSR.com

President

**Robbyn Gayer**  
UBS Inc

Treasurer

**Michael L. Testerman**  
NARP

Secretary

**Elliott Harrigan**  
Harrigan & Company

Past President

**Charles Louthan**  
Colliers International

Co-Chairs

**Sandra L. Duckworth**  
Fredericksburg, Virginia

**Brad Face**

Face International

**Meredith Richards**

Virginia Rail Policy Institute

**Thomas G. Tingle, AIA**

Guernsey Tingle Architects

**James E. Ukrop**

New Richmond Ventures

At-Large

**Barry C. Bishop**

Greater Norfolk Corporation

**Josée C. Covington**

Covington Travel & Meetings

Trip Pollard

Southern Environmental Law Center

**William J. Pantele**

Pantele Law

Board of Directors

**Ken Anderson**

Anderson & Associates

**Whittington W. Clement**

Hunton & Williams

**Tim Davey**

Timmons Group

**John Delandro**

Bank of America/Merrill Lynch

**Sean Driscoll**

Towne Investment Group

**Tom Frantz**

Williams Mullen

**Paul Frelling**

Colonial Williamsburg Foundation

**Henry "Sandy" Harris**

Palladium Investment Advisors

**Ann Hunnicutt**

Pembroke Construction

**Dave Iwans**

DIA Inc

**William Johnson**

City of Petersburg

**Donna Kelliber**

Dominion Resources

**David Kolleda**

Chesterfield, Virginia

**Craig R. MacQueen**

Split Oaks, LLC

**Wiley F. Mitchell Jr., Esq.**

Wilcox and Savage PC

**S. Buford Scott**

BB&T Scott & Stringfellow

**James E. Taylor**

General Electric

**Robert "Litt" Thompson**

Virginia Land Investments

**Eugene Trani**

Virginia Commonwealth University

**Charlie Whitaker**

Altris Inc.

Emeritus Directors

**Governor Gerald L. Baliles**

**Richard L. Beadles**

VHSR Founder, RFP&P Railroad

**Governor A. Linwood Holton**

Advisory Council

**Charles Badger**

Wendel, Inc

**Stephen Baril**

Kaplan Voelker Gunningham and Frank

**Dana Dickens**

William E. Wood & Associates Realtors

**Gerard R. Dely, P.E.**

Ret. Federal Railroad Admin.

**Cliff Dunn**

Modern Machine & Tool co.

**Robert E. Lindgren**

Randolph Macon College

**Robert W. Shinn**

Capital Results

*Linking Virginia with fast, frequent, and reliable passenger rail service*

December 29, 2015

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

**RE: NEC Future Tier 1 Draft EIS**

To the NEC Future Project Team:

On behalf of Virginians for High Speed Rail, I would like to thank you for the opportunity to offer our public comments regarding the Federal Railroad Administration's (FRA) NEC Future Tier 1 Draft Environmental Impact Statement.

Virginians for High Speed Rail is a non-profit coalition of citizens, businesses, localities, community organizations, and economic development agencies that educate and advocate for the expansion of fast, frequent, and reliable rail service connecting Virginia's communities to destinations along the east coast for the purpose of increasing the Commonwealth's economic prosperity. We were founded in 1996 as a partnership between the Greater Richmond Chamber of Commerce and the Future of Hampton Roads.

In our previous letter to the NEC Future project team dated April 17, 2013 we stated:

*"...it is imperative that as the NEC Future vision plan is advanced to its Tier 1 completion that it continues to take into account the envisioned service levels included in connected intercity and high speed rail corridors such as the Southeast High Speed Rail Corridor segments extending from Washington to Richmond and Hampton Roads. The Tier 1 E.I.S. for the Richmond to Hampton Roads High Speed Rail Corridor envisions 15 passenger trains initiating and terminating from Newport News and Norfolk connecting Richmond, Washington, New York, and potentially Boston. For the Northeast to get the full benefits of its connectivity to Virginia, any future corridor alignment or enhancements chosen should take into account service levels anticipated by the corridor plans for Washington to Richmond, Richmond to Hampton Roads, and future increases of Regional service to Lynchburg and Roanoke, as well as Raleigh, NC."*

This continues to be our primary focus in submitting comments regarding the draft report.

Virginia's high speed rail corridor which connects Washington, DC; Richmond; and Hampton Roads represents 66.7 percent of the Commonwealth's population; 69.7 percent of our jobs; 49.9 percent of our college students; 9.9 percent of our nation's military personnel; and only 20.4 percent of the state's landmass. The population density along the corridor is nearly 8 times denser than the rest of the state, which has led to numerous transportation issues.

According to the Texas Transportation Institute's 2015 Urban Mobility Report, congestion along the corridor has increased 23.8 percent since 2011. This increase in congestion is partially due to the fact that the corridor has only 33.8 percent of Virginia's road network but 75.4 percent of the state's vehicle miles traveled (VMT). Our air network is not that much better either. The number of flights at airports along the corridor has decreased 39.8 percent since 2000, while the number of passengers per flight has increased 96.7 percent.

This leads me to Virginia's passenger rail network. Over the last decade the number of passengers at stations along the Commonwealth's high speed rail corridor has increased 57.2 percent. Furthermore, the ridership on the Amtrak Northeast Regionals serving the corridor have increased 71.5 percent since 2007. And, in FY 2015 Virginia's Amtrak trains along the corridor have taken an estimated 149 million VMTs off of Virginia's road network.

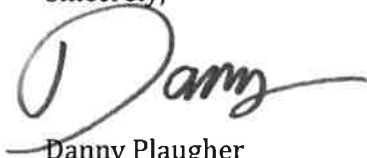
The reason that I provided this data is because Virginians are increasingly left with few options to travel to the Northeast. Our citizens must choose between congested roads, packed flights, and too few trains. With the unlikelihood of major roadway expansions or dramatic increases in the number of airlines and flights serving our airports, high speed passenger rail connecting Virginia to destinations along the Northeast offers our citizens the best opportunity for major improvements.

In regards to the NEC Future Tier 1 Draft EIS, we support **Alternative 3: Transform**. Not only does this alternative move 141 million annual trips from other modes to passenger rail, but it brings the NEC to a state of good repair which is vital to the quality of service to and from Virginia. Further, it "provides excess capacity at all locations along the corridor to accommodate additional off-corridor trips and future growth post-2040."

We believe that Alternative 3 is the best opportunity for not only the currently planned expansion of service along the Washington-Richmond-Hampton Roads higher speed rail corridor, but it will allow for even further growth from Virginia and the Southeast.

Thank you once again for allowing Virginians for High Speed Rail to offer our public comments.

Sincerely,

A handwritten signature in black ink that reads "Danny". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Danny Plaugher  
Executive Director



**NEC DEIS Comments - RECORD #2510 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/16/2016

**First Name :**

anne

**Last Name :**

villanova

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2509 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

ron

**Last Name :**

villanova

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.



Alt. #1 & Alt. #2 - Any improvement is nice -

BUT  
You can "nickle & dime" this ~~project~~ ~~project~~ project all the conservative voices want, but you get what you pay for.

My preference is ALTERNATIVE #3  
Fix it & do it right! People will explain ~~the~~ about infrastructure into the future with #1, #2. Do it right spend

the money now - Our current, Alt #1, Alt #2 do not compare with China, Japan & other nations

Name: Keith Umie  
Address: [Redacted]  
Madison, CT 06457  
Email: kumie53@ [Redacted]



NEC FUTURE  
U.S. DOT, Federal Railroad  
Administration  
One Bowling Green, Suite 429  
New York, NY 10004



Place  
Stamp  
Here



## Comment Card

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at [www.necfuture.com](http://www.necfuture.com) or via email to [comment@necfuture.com](mailto:comment@necfuture.com).

**Thank you for your interest and input!**

Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.



Actions indicated by Alternative 3  
are long overdue - I fully support  
such measures - the safety of riders  
& environment are essential - not to mention  
the economic ~~help~~ benefits

Name: Keith Vinci

Address: [REDACTED]

Middletown CT. 06457

Email: kvinc53 @ [REDACTED]



NEC FUTURE  
U.S. DOT, Federal Railroad  
Administration  
One Bowling Green, Suite 429  
New York, NY 10004



Place  
Stamp  
Here



## Comment Card

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at [www.necfuture.com](http://www.necfuture.com) or via email to [comment@necfuture.com](mailto:comment@necfuture.com).

**Thank you for your interest and input!**

---

**NEC DEIS Comments - RECORD #2880 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Loretta

**Last Name :** Violette

**Stakeholder Comments/Issues :**

Dear FRA,

I oppose Alternate 1 of the Northeast Corridor future proposal because it we will destroy the campus of Lyme Academy College of fine arts of the University of New Haven!! This would also destroy the beauty of this property and its surrounding areas that have been a huge important part of Old Lyme!!

**NEC DEIS Comments - RECORD #589 DETAIL**

**Status :**

**Record Date :** 2/8/2016

**First Name :** John

**Last Name :** Visgilio

**Stakeholder Comments/Issues :**

The impact to the communities of Lyme and Old Lyme in your "Alternative 1" solution will be disastrous. This is the community that gave birth to American Impressionism and your approach ignores the buildings and places that made this happen. This is a community built on the banks of one of America's last great places, the Connecticut River, and your "solution" will destroy the beauty of this very special and unique estuary. "Alternative 1" will change the character of this small community forever and will destroy many historic buildings and institutions including the Lyme Academy College of Fine Arts. In addition, your approach to gain community input is quite questionable. I urge you to consider removing "Alternative 1" from consideration. The loss of this historic place can never be reversed.



**NEC DEIS Comments - RECORD #885 DETAIL**

**Status :**

**REDACTED**

**Record Date :**

2/11/2016

**First Name :**

John

**Last Name :**

Visgilio

**Stakeholder Comments/Issues :**

As a Trustee of Lyme Academy College of Fine Arts, I want to express my deep concern regarding your "Alternative 1" plan. This option will dessimate our college and the legacy of its founder, Elizabeth Gordon Chandler. Elizabeth knew deep in he heart that beautiful art was good for the soul. She spent decades bringing to life her dream of a place where representational and figurative studies would influence how artists and the creative class would visualize our world. Please reconsider this path - one can never replace the cultural footprint of a place and "Alternative 1" would change forever the landscape of Old Lyme.

**NEC DEIS Comments - RECORD #1442 DETAIL**

**Status :**

Completed

**Record Date :**

2/14/2016

**First Name :**

Wendy

**Last Name :**

Visgilio

**Stakeholder Comments/Issues :**

The construction of the proposed rail line would literally destroy an entire community. Our beloved center of town which is not only a historic district but also houses 3/5 of our schools as well as 2 churches will forever change why people come to raise their families in this community. This is all that we have from a public place to gather in our small community. Please reconsider these plans and save a town so rich in culture and families.

**NEC DEIS Comments - RECORD #2702 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Patricia

**Last Name :**

Vita

**Stakeholder Comments/Issues :**

I think this so called plan should go back to the drawing board. The people that wrote it seem to have no understanding or regard for CT or its people. The community of Old Lyme is a national treasure not just a CT treasure. How can you plan to do more damage to Long Island Sound? I would like to see just who were the stupid people that signed off on this plan. What are their backgrounds - what planet do they live on?

**NEC DEIS Comments - RECORD #354 DETAIL**

**Status :**

**REDACTED**

**Record Date :**

1/28/2016

**First Name :**

Marie

**Last Name :**

Vitale

**Stakeholder Comments/Issues :**

I was extremely disappointed to hear about the proposal for a high speed train through Garden City. I obviously don't want to see this happen for several reasons.

Bottom line fixing our current train transportation would make more sense and serve more people.

Sent from my iPad

**NEC DEIS Comments - RECORD #344 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/27/2016

**First Name :**

Paul

**Last Name :**

Vitale

**Stakeholder Comments/Issues :**

With the recent blizzard that hit the east coast and resulting impact on rail service, it is clear that rail systems need improvement. However, your Alt # 3 is absurd and the billions of dollars would be better spent improving existing infrastructure and rail management. Your assessments say nothing about the impact on local traffic, home values, etc. which Alt # 3 will absolutely have a negative impact on. It also does not reference NYS plans to expand the LIRR on Long Island as recently proposed by Gov. Cuomo (and opposed by many). Don't be ridiculous and move this plan forward. I also find some of your numbers in terms of population and ridership to be exceptionally difficult to believe.

**NEC DEIS Comments - RECORD #2160 DETAIL**

**Status :** Unread  
**Record Date :** 2/15/2016  
**First Name :** Jim  
**Last Name :** Vlock  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #1436 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** William

**Last Name :** Voboril

**Stakeholder Comments/Issues :**

I hope you consider vehicle plus other public transportation service movements/parking at the rail stops.

The next speaker is Kenneth Vogel.

MR. VOGEL: I tried to think of what to say based on the book that's on the table outside, being that I didn't go around the back and read most of the presentation yet. But let me ask you, audience, the two questions. Who was here for the Trans Harbor public meeting?

AUDIENCE MEMBER: When was that?

MR. VOGEL: The freight tunnel underneath between Bayonne and Brooklyn.

How about the Tappan Zee scoping meetings? Okay. Well, the book outside has color lines drawn on maps. And if you've all seen the movie Tron at least, you know what a light cycle is and what it is you've got to do to draw that line across the map, and, you know, if you go across it, you're going to crash. Which is kind of the trick of doing high speed trains, because as soon as you cross with a local train you're not going to be high speed anymore. And that's one of the reasons why I find it very interesting that the line sort of goes not quite to the existing Northeast Corridor hubs because that's where the slow present day trains exist. So it kind of makes sense to think new like that.

But why I brought up the -- those other two projects, because if you're going to draw a big line going across the Long Island Sound and, you know, and the thought of hey, I-287 isn't a completed loop around New York City, but every other city in the entire country has a completed loop interstate, something to think about that maybe you can merge with. Or if you want to cross at the Tappan Zee and then not have to pay for a tunnel through Brooklyn, because the train tracks are going to go to White Plains because your little blue line goes to White Plains, it makes sense to kind of merge these lines together because it really is a big investment. And especially when you've got to look at it from 1939 World's Fair where there was a model of the future interstates where nobody believed it could be done. And that's sort of like looking at those books, like sure it can be done. But you've got to remember, that was done primarily based on the autobahn, where it was a military highway done by President Eisenhower. Kind of ironic that, you know, that nowadays you've got on your interstate highways a sound barrier that's the equivalent of the Berlin Wall is the last thing a military general would tell you to put on a military highway. So things change when you need.

Now, the last thing I notice, especially having to drive down here and being that, you know, it's not exactly the kind of public meeting kind of place that I'm used to having to get badges for and stuff like that for access, I wish there was way more people here. It's really a case of, during the Tappan Zee study one of the things that was found was where commuters go. And this is a high speed line, not a commuter line. But on the way here I noticed Harriman -- Harrison getting redeveloped with the train station next to the PATH station, so it's transit oriented development does work out. But one of the things that was a little known statistics that I found interesting -- by the way, I didn't say what my affiliation was, by the way, but I was on the New Jersey committee for bringing about the Light Rail Line in the '90s. And while I moved up to the Hudson Valley, which is why I know about the Tappan Zee, I was on the Metro-North one seat ride study team. And I have an engineering degree from Fairleigh Dickinson University. So I have a little bit of background, I know what I'm



talking about with this stuff.

But the Tappan Zee, one of the things, but one of the things that they found was 30 percent -- this is out of the 2000 consensus, and hopefully by 2040, when all this stuff is going to get built, that this takes into consideration of why you're building it -- it that 30 percent of -- and I lived in Ulster County, boy, did I have a commute, because I still worked in Bergen County -- but 30 percent of my fellow workers left Ulster County to work in Orange County. Thirty percent of Orange County residents left Orange County to work in Rockland. Thirty percent of Rockland County residents left Rockland to work in Westchester. Thirty percent of Westchester left Westchester to work -- you guys didn't yell it out? Long Island, go figure. Not New York City, Long Island. Okay. And thirty percent of Long Islanders go to Manhattan. So it wasn't a case of a transportation question. It's a fact that nobody can afford to live where they work. And if you're going to look at the history of trains, which is why it's nice that the little lines drawn on the maps are using, for example, the Reading Railroad right-of-way rather than the Pennsylvania Railroad right-of-way, because it's now not competitive anymore, it's now one big system that has to be organized together, is -- sorry, I lost my train of thought, but that -- but I'll think of it for the seven o'clock thing, and it will be getting my point.

Thanks so much.

THE MODERATOR: Thank you, Kenneth. And we will have another presentation at six, so you'll get a chance to see it then.

The next speaker is Kenneth Vogel.

MR. VOGEL: I used to but I now presently don't have any affiliations. But just as a background, the very first one of these kind of meetings I was ever at was when I was 18 years old for the Secaucus transfer in 1988. So I'm kind of familiar with these kind of things.

One of the things I was thinking about was Newark Airport has E-ZPass parking, and why isn't that at train stations locally. Think about it, you know. You have that guy from Edison that was here before, you might want to think about that. The technology exists but it still isn't used practically. And I think the person just before me is thinking along the same lines.

And it's also one of the things I want to think about is usage and who is using it, as in the train engineer. And the example being is that I have a nephew who's 17 that really likes trains and would love to work on trains. So we actually inquired about helping out as a volunteer at a local railroad museum. So, talk about high speed trains. What he found out is due to insurance is that you have to be over 21 in order to volunteer because they're worried about people getting injured. So, therefore, between that and college of such nonexistent, you know, or very far and few between, it's sort of like I remember getting E&R magazine and people were worried about nuclear reactors because they all thought that the real Homer Simpson was the one that was actually running things. So it's the same sort of thing. If you're going to build this sort of thing, you really need the educated masses. Nice that you want to sub it out just like Texas to a foreign country to build it for you, but that sort of doesn't -- you know, that kind of defeats the purpose when you're looking at economic growth as the reason that you're building this, and not because you just want to watch it go and I hope somebody is riding it and hopefully the guy driving it knows what he's doing. Because it's just like in a car. The speed limit went from 55, you know, back to the days of, you know, oil embargoes, to 75. But you do realize that if you want to be a high speed car buyer, you'd better spend the money on your tires, otherwise your car is going to have a blow out and you're going to crash. So it's the same thing with the high speed rail. You've really got to know how to do it and know that when you want to do a radius curve and you need the land to make that hundred mile radius turn, that people are not going to say NIMBY, you can't do this. It's got to be all together.

Which leads me back into the history of it. What I said before is you're building in cooperation, not in competition. Like, you know, the Vanderbilts had the New York Central on the east side of the Hudson. On the west side of the Hudson you had Colonel Oliver Hazard Payne. You all remember him? He didn't have enough money to build a train tunnel underneath the Hudson River because it was too expensive to build. So he put a ferry terminal over in Weehawken. And, by the way, he was the vice president of Standard Oil, and he didn't have enough money to do it. So putting a tunnel is expensive.

But when he did the ARC, the ARC went away not because of costs, but it was because New York put in this wonderful law during the steam engine days that said you can't have -- you can only have electricity. Well, New Jersey Transit wanted to put diesel engines into ARC. Well, that doesn't quite work. And it sort of goes to the same things as examples of what I said about Tappan Zee. Tappan Zee was the case of New Jersey Transit would love for Metro-North not to need to go down the

Main Line in order to get to Frank Lautenberg Station but rather across the Tappan Zee. They didn't build it, but the idea is that crossing state lines isn't that easy.

And this is why I bring it back to the history of Conrail. Conrail was a bail out to -- for your Erie Lackawanna trains and other trains that eventually became Conrail. And Conrail got profitable. Well, the profitable made it into Norfolk and Southern and CSX. The problem is, by the way, is when the new Panama Canal opens, their business just might drop, and you're going to have a whole lot more train lines that you need to get work on with less trains on it. But the same thing is with passenger service. In other words, passenger service is now at the highest ridership of its history, but it's not privatized. But if you build all this, maybe it can be.

THE MODERATOR: Thank you. Thank you very much.

**NEC DEIS Comments - RECORD #96 DETAIL**

Status : [REDACTED]  
Record Date : 12/29/2015  
First Name : Kenneth  
Last Name : Vogel  
Stakeholder Comments/Issues :

Monday, December 21, 2015

NJ Transit

Attn: Fred Storey

[REDACTED]

[REDACTED]  
Newark, NJ 07105-2222

[REDACTED]  
Phone: [REDACTED]

[REDACTED]  
E-mail: [REDACTED]

Web: [http://www.njtransit.com/rg/rg\\_servlet.srv?hdnPageAction=BikeProgramTo](http://www.njtransit.com/rg/rg_servlet.srv?hdnPageAction=BikeProgramTo)

Alt: <http://www.nj.gov/transportation/commuter/bike/racks.shtm>

CC:

Hackensack Riverkeeper

James Malchow, Events Coordinator

[REDACTED]

[REDACTED]  
Hackensack, New Jersey 07601

[REDACTED]  
Phone: [REDACTED]

[REDACTED]  
E-mail: [development@hackensackriverkeeper.org](mailto:development@hackensackriverkeeper.org)

Web:

[http://www.hackensackriverkeeper.org/newsletters/Summer2003/04\\_Summer\\_2003.htm](http://www.hackensackriverkeeper.org/newsletters/Summer2003/04_Summer_2003.htm)

CC: County of Bergen

Department of Parks

Division of Cultural & Historical Affairs

Attn: Ron Subramaniam, Assistant Parks Director

[REDACTED]  
One Bergen County Plaza, 4th Floor

Hackensack, New Jersey 07601

[REDACTED]  
Phone: 201-336-7279

[REDACTED]  
Fax: 201-336-7266

[REDACTED]  
E-mail: [rsubramania@co.bergen.nj.us](mailto:rsubramania@co.bergen.nj.us)

Web:

[http://cues.rutgers.edu/hackensack-water-works/pdfs/4\\_Vision\\_for\\_Van\\_Buskirk\\_Island\\_County\\_Park.pdf](http://cues.rutgers.edu/hackensack-water-works/pdfs/4_Vision_for_Van_Buskirk_Island_County_Park.pdf)

CC: Cynthia Forster

[REDACTED]  
Phone: 201-336-7276

[REDACTED]  
E-mail: [forster@co.bergen.nj.us](mailto:forster@co.bergen.nj.us)

We may be able to meet in person when I attend the following Public Hearing

(see Below )

- 1/19/2016 — Newark, NJ  
NJ Transit, 1 Raymond Plaza East, 9th floor

I am just a private citizen who has been to several Public Meetings related to Transportation and well educated

Who likes to ride trains, then Hike, Canoe, and Bicycle for exercise ( Working on a design that combines two of three )

Most of the Transit Advocates and organized people I knew have past away ( See include e-mails as example )

But I know a good idea when I see one; And the program should be expanded, ( Sorry I did not read the Web Page prior to this date )

So this past weekend, I saw the bicycle Storage Lockers at the Point Pleasant Train Station

I would use such a thing for my work since you see by my address that the trains pass behind my work place but not at it

And since most trains are only to and from Montclair State University Station and not so at the Route 23 Park and Ride or Little Falls

That such a item for bicycling would be useful ( even to go to Park or the Gym after work )

When you reply, You may want to indicate if such lockers come in longer lengths

So Canoes or Kayaks which are growing in popularity can be stored; which could be based at Parks too

Unlike the open outdoor racks with a fence around such as the Hackensack Riverkeeper facilities have

Or the expensive & expansive needs of a walk in self storage unit, Which these private facilities are hardly never located next to a Park or Train Station

Individual use and transportation ease will get you more ridership because no one likes to wait for their car ( Just ask a Valet )

Let alone Taxis, Trains, or Buses, But when their ride is there waiting for them, It makes sense ( Like their Car is when parked at the Train Station )

Thank you,

Kenneth J. Vogel

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Formerly of

[REDACTED]  
[REDACTED]

AKA: Decorative Bridge Works - Model Train Layout Builder at Camden's Children's Garden

Member of the West of Hudson Transit Study – Metro North rail access into Stewart Airport plus I-287 Corridor Tappan Zee Project

Bergen County Transit Committee - The Bergen / Hudson Light Rail, Access to the Region's Core, plus Cross Harbor Freight Tunnel Project

Municipal Arts Society of New York, Coney Island Redevelopment Project

Listening to the City with New York New Visions, World Trade Center Redevelopment Project

&

Piermount Iron Works, Inc.

Attn: Ken Vogel, Detailer

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
E-mail: [kvogel@piermount.com](mailto:kvogel@piermount.com)  
Web: <http://www.piermount.com>

Since you asked, A brief Biography:

I have been going to NJ Transit meeting since 1988 ( The Secaucus Transfer as an example )

knew George Newman ( Nice statue of him there ) & Cross Harbor Freight Tunnel

and MAS meetings since 2002, and help with ideas for the New World Trade Center, The Fulton Transit Center, The ARC Tunnel / West Side Yards, and Coney Island Redevelopment.

I am presently a Designer / Detailer of Ornamental / Structural Steel / Union Installed for High Rise Projects throughout New York City

I have a degree in Civil Engineering Technology from Fairleigh Dickinson University in Teaneck, NJ and an Architecture Degree from Spring Garden College in Philadelphia, PA

an Certificate in AutoCAD from Bergen Community College, Paramus, NJ, Courses taken in Business Administration from Westchester Community College, Valhalla, NY

The Solar Course offered at Ulster County Community College ( I worked designing and installing Solar Sites on rooftops in New York City and surrounding area )

In the past ( pre-9/11 ) I also designed and installed Cell Sites on rooftops all over New York City, and Towers in the surrounding states As a past student member of IEEE, I helped invent the Onstar System ( Marconi / GM, Whippany, NJ )

and then the Sprint ( Southern Pacific Railroad Information Network Technologies, Overland Park, KS ) camera phone

This lead to the research into Maglev Transportation and

Locally I missed a few meetings such as the Van Burkick Island County Park one - Thus this e-mail

P.S.

-----Original Message-----

From: 

To: undisclosed-recipients;;

Sent: Tue, Jan 27, 2009 11:57 am

Subject: Please send YOUR comments to this story in THE RECORD

To: ALL

This story \* The Record \*printed is slanted to favor the DIESEL SHUTTLE.

We DO NOT need or WANT a shuttle to North Bergen.

Eastern Bergen needs a one seat ride to Hoboken, to provide connections to ferries, PATH and the rest of New Jersey.

Tell The Record that the Shuttle will not help reduce traffic in Eastern Bergen.

For further facts send email for my phone number.

Albert Cafiero

----- Forwarded message -----

From: [REDACTED] >  
Date: Tue, Oct 25, 2011 at 12:15 AM  
Subject: Re: From the guy in Ulster County  
[REDACTED]

Ken:

Just got back form 12 days in CA.

Not sure about the Tappan Zee meeting.

send details.

geo

George Haikalis  
President, Institute for Rational Urban Mobility, Inc.

[REDACTED]  
One Washington Square Village, Suite 50  
New York, NY 10012

[REDACTED] www.irusm.org [REDACTED] 212-475-3394

----- Forwarded message -----

From: Kenneth Vogel [REDACTED]  
Date: Wed, Dec 9, 2015 at 1:25 PM  
Subject: Public Hearing Dates and Locations  
To: Tony Morris [REDACTED]

[http://www.necfuture.com/get\\_involved/public\\_hearings.aspx](http://www.necfuture.com/get_involved/public_hearings.aspx)

<http://www.necfuture.com/alternatives/default.aspx> Tier 1 Draft EIS Public



## Hearings

The FRA will hold public hearings in each of the states within the NEC FUTURE Study Area during the public comment period. The hearings include a brief presentation about the Tier 1 Draft EIS, and provide a forum for members of the public to make formal comments on the document.

Each hearing is from 4:00 to 7:00 p.m., with scheduled presentations at 4:30 p.m. and 6:00 p.m. There will be an opportunity to speak following each presentation. Persons wishing to speak should sign up when they arrive. A stenographer will also be available for private testimony, and comment cards will be available at each hearing.

- 12/9/2015 — Boston, MA  
Back Bay Events Center, 180 Berkeley Street
- 12/14/2015 — New Haven, CT  
Gateway Community College, 20 Church Street
- 12/15/2015 — New York, NY CORRECTED DATE  
CUNY Graduate Center, 365 Fifth Avenue (at 34th Street)
- 12/16/2015 — Washington, DC  
Hall of States, 444 North Capitol Street, NW
- 12/17/2015 — Providence, RI  
Rhode Island Department of Administration, One Capitol Hill
- 1/11/2016 — Philadelphia, PA  
SEPTA, 1234 Market Street, Mezzanine Level
- 1/12/2016 — Mineola, NY  
Nassau County Municipal Building, 1550 Franklin Avenue
- 1/13/2016 — Hartford, CT  
the Lyceum, 227 Lawrence Street
- 1/14/2016 — Baltimore, MD  
University of Baltimore, 21 W. Mt. Royal Avenue, 5th Floor
- 1/19/2016 — Newark, NJ  
NJ Transit, 1 Raymond Plaza East, 9th floor
- 1/20/2016 — Wilmington, DE  
Delaware Technical Community College, 333 Shipley Street

On Fri, Dec 18, 2015 at 11:02 AM,  wrote

- > Hi Mr. Vogel,
- >
- > GMTMA informed me that you had a bicycle locker question.
- >

> Please feel free to call me at your convenience at the number below. Also  
> please let me know if you are calling as a private citizen or as a  
> journalist.

>

> Thank you.

>

> Fred

>

> Fred Storey

> NJ TRANSIT

> [REDACTED]

> [REDACTED]

> [REDACTED]

>

>

**NEC DEIS Comments - RECORD #306 DETAIL**

**Status :**

Search Complete

**Record Date :** 1/27/2016

**First Name :** Kenneth

**Last Name :** Vogel

**Stakeholder Comments/Issues :**

If you know how congested the New York City area is

whether it be existing houses, buildings, roadways, or train tracks, not to mention terrain

and then look at the alternative routes proposed ( Drawn like Tron's Light Cycles )

the idea seems to be avoiding these areas for speed, and let the local transportation system

( Or something like yours ) access to the existing city centers

It also seems that it is moving the line to the areas with the high incomes

This has worked before, when the original rail line went to a ferry to get you to lower Manhattan

So when mid-town developed, that is where the new tunnel went

Or they made a tunnel and a station, then development happened

Not making a tunnel where the old was

So this could happen again by 2040 in their proposal

I do not know if you are waiting that long

They are just in the planning stages, but they agree that if this type of transportation does not exist in the future here

And it exists in the other parts of the world, Our GDP will suffer

But with NIMBY, and other political hurdles to overcome

What I asked them after the meeting was, If they had a smart phone in their pocket

The answer was a YES by all

So I said that was due to the 1998 Telecommunications Act

Because of current and future transportation funding issues

Achieving one Federal Policy was the only way to get a cross state system built

Thank you,

Kenneth J. Vogel

[REDACTED]

Bergenfield, New Jersey 07621

Phone: [REDACTED]

E-mail: kennethjvogel@[REDACTED]

Formerly of

[REDACTED]

Walkill, New York 12589

AKA: Decorative Bridge Works - Model Train Layout Builder at Camden's Children's Garden

Member of the West of Hudson Transit Study – Metro North rail access into Stewart Airport plus I-287 Corridor Tappan Zee Project

Bergen County Transit Committee - The Bergen / Hudson Light Rail, Access to the Region's Core, plus Cross Harbor Freight Tunnel Project, and Amtrak's North East Corridor Study

Municipal Arts Society of New York, Coney Island Redevelopment Project

Listening to the City with New York New Visions, World Trade Center Redevelopment Project

&

Piermount Iron Works, Inc.

Attn: Ken Vogel, Detailer

[REDACTED]

Wayne, New Jersey 07470

Phone: [REDACTED]

E-mail: kvogel@[REDACTED]

Web: [REDACTED]

Since we spoke a little, A brief Biography:

I have been going to NJ Transit meeting since 1988 ( The Secaucus Transfer as an example )

knew George Newman ( Nice statue of him there ) & Cross Harbor Freight Tunnel

and MAS meetings since 2002, and help with ideas for the New World Trade Center, The Fulton Transit Center, The ARC Tunnel / West Side Yards, and Coney Island Redevelopment.

I am presently a Designer / Detailer of Ornamental / Structural Steel / Union Installed for High Rise Projects throughout New York City

I have a degree in Civil Engineering Technology from Fairleigh Dickinson University in Teaneck, NJ and an Architecture Degree from Spring Garden College in Philadelphia, PA

an Certificate in AutoCAD from Bergen Community College, Paramus, NJ, Courses taken in Business Administration from Westchester Community College, Valhalla, NY

The Solar Course offered at Ulster County Community College ( I worked designing and installing Solar Sites on rooftops in New York City and surrounding area )

In the past ( pre-9/11 ) I also designed and installed Cell Sites on rooftops all over New York City, and Towers in the surrounding states

As a past student member of IEEE, I helped invent the Onstar System ( Marconi / GM, Whippany, NJ )

and then the Sprint ( Southern Pacific Railroad Information Network Technologies, Overland Park, KS ) camera phone

This lead to the research into Maglev Transportation and beyond

P.S.

Thanks in wanting to continue our dialogue

On Tue, Jan 26, 2016 at 6:49 PM, Daniel Margulies <[REDACTED]> <support@[REDACTED]> wrote:

> ##- Please type your reply above this line -##

>

> Your request (66) has been updated. To add additional comments, reply to > this email.

> [image: Daniel Mar]

>  
> \*Daniel Margulies\* (skyTran)  
>  
> Jan 26, 15:49  
>  
> Kenneth,  
>  
> Thanks for your support and promotion of skyTran. What was the outcome of  
> your speaking at the conference at NJ Transit Headquarters?  
>  
> Like you, we have been busy proposing skyTran to a number of places, and  
> consequently, we have a number of sites under consideration for the  
> installation of skyTran.  
>  
> However, if you have any specific sites that are ready to enter into  
> serious negotiations for the installation of skyTran - please let us know.  
>  
> Also, if you have anyone who is seriously interested in investing in  
> skyTran (minimum \$10 million), please let us know.  
>  
> We will soon be posting the latest status of the testing of the skyTran  
> system on our website, so stay tuned.  
>  
> Daniel Margulies  
>  
> =====  
>  
> Daniel Margulies  
>  
> IT Director  
>  
> daniel@skytran.com  
>  
> skytran.com  
>  
> skyTran  
>  
> NASA Research Park  
>  
> [Redacted]  
>  
> [Redacted]  
>  
> Mail Stop 19-100  
>  
> Moffett Field, CA 94035

>  
> Cell: [REDACTED]

> Office: [REDACTED]

> Fax: [REDACTED]

> =====

> [image: Kenneth Vo]

> \*Kenneth Vogel\*

> Jan 26, 12:42

> [REDACTED]

> I spoke at the conference at NJ Transit Headquarters in Newark, New Jersey  
> last week

> Thanks for replying

> Ken Vogel

> [image: George Loj]

> \*George Loisos\*

> Jan 25, 14:44

> I am not quite sure what to do with this...

> George Loisos AIA ~ Principal

> LOISOS + UBBELOHDE

> [REDACTED]

> Alameda, CA 94501 USA

> [REDACTED]

> [REDACTED]

> [REDACTED]

>> On Jan 25, 2016, at 2:03 PM, [REDACTED] <[REDACTED]>

> wrote:

>>  
>>  
>> Doug and George,  
>>  
>> I am passing this email on to you incase you remember working with  
> Kenneth Vogel in the past. Please let me know if I can do anything to help  
> follow-up or feel free to work with him directly.  
>>  
>> My apologies for the delay in getting this email to you.  
>>  
>> Best,  
>>  
>> Genevieve  
>>  
>> From: Kenneth Vogel <kennethjvogel@[REDACTED]<mailto:  
> kennethjvogel@gmail.com>>  
>> Sent: Wednesday, December 30, 2015 12:31 PM  
>> To: [REDACTED]  
>> Cc: [REDACTED]  
>> Subject: Maglev Transportation  
>>  
>> Wednesday, December 30, 2015  
>>  
>> SkyTran, Inc.  
>> Attn: Douglas J. Malewicki & George Loisos, AIA  
>> [REDACTED]  
>> [REDACTED]  
>> Moffett Field, California 94035  
>> Phone: [REDACTED]  
>> E-mail: [REDACTED] <mailto:info@[REDACTED]  
> ?subject=Message%20from%20www.skytran.com%20Visitor>  
>> Alt: feedback@[REDACTED] <mailto:feedback@[REDACTED]>  
>> Web: http://[REDACTED], http://www.skytran.com/  
>>  
>> Re: Building Structure Concept to reduce your loading time  
>>  
>>> Have you ever been to a revolving restaurant like the one on top of  
>>> the New York Marriott Marquis Hotel at Times Square?  
>>> <http://www.marriott.com/hotels/travel/nyomq-new-york-marriott-marquis>  
>>> <http://www.marriott.com/hotels/travel/nyomq-new-york-marriott-marquis>  
>>>  
>>> Or on flume rides like the one in Six Flag's Great Adventure, Jackson  
>>> Township, New Jersey or Six Flag's Great Escape, Lake George, New  
>>> York?



> > <http://www.sixlags.com/greatescapex/index.aspx> <  
> <http://www.sixlags.com/greatescapex/index.aspx>  
> > >  
> > > Back in 1989, I proposed this same kind of usage on a grandeur scale.  
> > > As an alternative idea for the replacement of Alexander's Department  
> > > Store  
> > > in Paramus, New Jersey, since the Trump Center project there was  
> > > rejected.  
> > > <http://www.trump.com>  
> > >  
> > > The idea being the use of a circular rotating concourse going around a  
> > > mall. This makes for a pedestrian friendly level directly above the  
> > > parking level making it easier to accommodate speedier trips to a  
> > > larger square foot structure.  
> > > <http://www.icsa.org>  
> > >  
> > > As in the rolling G-Scale Model Trains at the Gran Saloon, Pearl  
> > > River, New York; There can be advertising signs placed on the back of  
> > > the moving seats, giving the structure the look of motion from the  
> > > outside.  
> > > <http://www.saloonpearlriver.com>  
> > >  
> > > Back in 2002, I proposed the idea to the Port Authority of New York  
> > > and New Jersey for use as an interior facing circular rotating  
> > > concourse as in the first plan for the revitalized World Trade Center.  
> > > <http://www.september11news.com/WTCPlans.htm>  
> > > <http://www.september11news.com/WTCPlans.htm>  
> > >  
> > > To make this system move, I propose the use of maglev technology  
> > > with experience of Mr. Tony Morris of American Maglev Technology, Inc.  
> > > <http://www.american-maglev.com>  
> > >  
> > > and my solar experience to use a similar rooftop moving structure  
> > > Both structures of this system, I propose to use the fabrication  
> > > experience of Mr. Mr. Jack Shepherd of the Macton Corporation.  
> > > <http://www.macton.com/frameaset.html> <  
> > > <http://www.macton.com/frameaset.html>  
> > >  
> > > Thank You  
> > > Kenneth J. Vogel  
> > > [Janane Shae](mailto:kennethjvogel@gmail.com)  
> > > Bergenfield, New Jersey 07621  
> > > <tel:845-401-1908>  
> > > E-mail: [kennethjvogel@gmail.com](mailto:kennethjvogel@gmail.com) <<mailto:kennethjvogel@gmail.com>>

> >

> >

> > Plus Images to help you visualize the concept

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >

> >  
> >  
> >  
> >  
> >

> > Image 1: The first plan for the revitalized World Trade Center which has  
> the circular concourse around the memorial site to facilitate the ferry  
> passengers commuting to the Fulton Subway Terminal  
> > Which was not built due to excess costs the Port Authority did not want  
> to bear, An alternate parcel for this design was submitted to The New York  
> City Metropolitan Transportation Authority  
> > for use on either the West Side Project next to the Jacob Javits  
> Convention Center, or for a Transit Oriented Hub, For Example - Beacon, New  
> York.  
> > I proposed the use of this idea to the Port Authority of New York and  
> New Jersey also as a development of Stewart Airport in Newburgh, New York  
> >

> > Image 2: The new Apple Headquarters being built at One Infinite Loop,  
> Cupertino, California 95014  
> > I proposed the use of this idea to Steve Jobs two weeks before he died  
> >

> > Image 3: The Walt Disney's original EPCOT ( Experimental Prototypical  
> Community Of Tomorrow )  
> > People now use the permanent worlds fair display near the Magic Kingdom  
> thinking that is what Walt Disney had in mind  
> > I proposed the use of this idea to the Disney Organization as a means  
> for a NorthEast United States indoor Amusement Park  
> >

> > Image 4: The Center Structure of General Atomics at 3550 General Atomics  
> Court, San Diego, California 92121  
> > Better seen as a round structure by Birds Eye View on Bing Maps  
> > Where maglev was developed as a defense contractor and as a low speed  
> maglev commuter transportation alternative  
> > I read about in the IEEE Publications in the 1990s  
> >

> >

> > Since It was not asked for, but allow me a brief Biography:  
> >

> > I have been going to MAS meetings since 2002, and help with ideas for  
> > the New World Trade Center, The Fulton Transit Center, The ARC Tunnel  
> > / West Side Yards, and Coney Island Redevelopment.  
> > I am presently a Designer / Detailer of Ornamental / Structural Steel  
> > / Union Installed for High Rise Projects throughout New York City  
> > I have a degree in Civil Engineering from Fairleigh Dickinson

> > University in Teaneck, NJ and an Architecture Degree from Spring  
> > Garden College in Philadelphia, PA  
> > an Certificate in AutoCAD from Bergen Community College, Paramus, NJ,  
> > Courses taken in Business Administration from Westchester Community  
> > College, Valhalla, NY  
> > The Solar Course offered at Ulster County Community College ( I worked  
> > designing and installing Solar Sites on rooftops in New York City and  
> > surrounding area )  
> > In the past ( pre-9/11 ) I also designed and installed Cell Sites on  
> > rooftops all over New York City, and Towers in the surrounding states  
> > ( This is why I know Not In My Back Yard really well )  
> > As a past student member of IEEE, I helped invent the Onstar System (   
> > Marconi / GM, Whippany, NJ )  
> > and then the Sprint ( Southern Pacific Railroad Information Network  
> > Technologies, Overland Park, KS ) camera phone  
> > This lead to the research into Maglev Transportation and thus this  
> > preceeding letter:

>  
> [image: Kenneth Vo]

>  
> \*Kenneth Vogel\*

> December 30, 2015, 12:32

> Wednesday, December 30, 2015

> [redacted]  
> Attn: Douglas J. Malewicki & George Loisos, AIA

> [redacted]  
> [redacted]  
> Moffett Field, California 94035

> [redacted]  
> Phone: 650-319-8616

> E-mail: info@[redacted].com

> Alt: feedback@[redacted].com

> Web: <http://www.skytahn.com>

> > Re: Building Structure Concept to reduce your loading time

> > Have you ever been to a revolving restaurant like the one on top of  
> > the New York Marriot Marquise Hotel at Times Square?  
> > <http://www.marriott.com/hotels/travel/nycmq-new-york-marriott-marquis>

> > Or on flume rides like the one in Six Flag's Great Adventure, Jackson  
> > Township, New Jersey or Six Flag's Great Escape, Lake George, New

> > York?

> > <http://www.spjless.com/great-scapes/index.asp>

> >

> > Back in 1989, I proposed this same kind of usage on a grandeur scale.

> > As an alternative idea for the replacement of Alexander's Department

> > Store

> > in Paramus, New Jersey, since the Trump Center project there was

> > rejected.

> > [\[redacted\]](#)

> >

> > The idea being the use of a circular rotating concourse going around a

> > mall. This makes for a pedestrian friendly level directly above the

> > parking level making it easier to accommodate speedier trips to a

> > larger square foot structure.

> > [\[redacted\]](#)

> >

> > As in the rolling G-Scale Model Trains at the Gran Saloon, Pearl

> > River, New York; There can be advertising signs placed on the back of

> > the moving seats, giving the structure the look of motion from the

> > outside.

> > [\[redacted\]](#)

> >

> > Back in 2002, I proposed the idea to the Port Authority of New York

> > and New Jersey for use as an interior facing circular rotating

> > concourse as in the first plan for the revitalized World Trade Center.

> > <http://www.september11news.com/WTCPlans.htm>

> >

> > To make this system move, I propose the use of [maglev technology](#)

> > with experience of Mr. Tony Morris of [American Maglev Technology, Inc.](#)

> > <http://www.americanmaglev.com>

> >

> > and my solar experience to use a similar rooftop moving structure

> > Both structures of this system, I propose to use the fabrication

> > experience of Mr. Mr. Jack Shepherd of [The Macton Corporation](#)

> > [http://www.macton.com/franchise.htm](#)

> >

> > Thank You

> > Kenneth J. Vogel

> > [\[redacted\]](#)

> > Bergenfield, New Jersey 07621

> > Cell [\[redacted\]](#)

> > E-mail: [kennethjvogel@\[redacted\]](mailto:kennethjvogel@[redacted])

>

> Plus Images to help you visiulize the concept

- >
- > Image 1: The first plan for the revitalized World Trade Center which has
  - > the circular concourse around the memorial site to facilitate the ferry
  - > passengers commuting to the Fulton Subway Terminal
- >
- > Which was not built due to excess costs the Port Authority did not want to
  - > bear, An alternate parcel for this design was submitted to The New York
  - > City Metropolitan Transportation Authority
  - > for use on either the West Side Project next to the Jacob Javits
  - > Convention Center, or for a Transit Oriented Hub, For Example - Beacon, New
  - > York.
  - > I proposed the use of this idea to the Port Authority of New York and New
  - > Jersey also as a development of Stewart Airport in Newburgh, New York
- >
- > Image 2: The new Apple Headquarters being built at One Infinite Loop,
  - > Cupertino, California 95014
  - > I proposed the use of this idea to Steve Jobs two weeks before he died
- >
- > Image 3: The Walt Disney's original EPCOT ( Experimental Prototypical
  - > Community Of Tomorrow )
  - > People now use the permanent worlds fair display near the Magic Kingdom
  - > thinking that is what Walt Disney had in mind
  - > I proposed the use of this idea to the Disney Organization as a means for
  - > a NorthEast United States indoor Amusement Park
- >
- > Image 4: The Center Structure of General Atomics at 3550 General Atomics
  - > Court, San Diego, California 92121
  - > Better seen as a round structure by Birds Eye View on Bing Maps
  - > Where maglev was developed as a defense contractor and as a low speed
  - > maglev commuter transportation alternative
  - > I read about in the IEEE Publications in the 1990s
- >
- > Since It was not asked for, but allow me a brief Biography:
  - >
  - > I have been going to MAS meetings since 2002, and help with ideas for
  - > the New World Trade Center, The Fulton Transit Center, The ARC Tunnel
  - > / West Side Yards, and Coney Island Redevelopment.
  - > I am presently a Designer / Detailer of Ornamental / Structural Steel
  - > / Union Installed for High Rise Projects throughout New York City
  - > I have a degree in Civil Engineering from Fairleigh Dickinson
  - > University in Teaneck, NJ and an Architecture Degree from Spring
  - > Garden College in Philadelphia, PA
  - > an Certificate in AutoCAD from Bergen Community College, Paramus, NJ,
  - > Courses taken in Business Administration from Westchester Community

- > College, Valhalla, NY
- > The Solar Course offered at Ulster County Community College ( I worked
- > designing and installing Solar Sites on rooftops in New York City and
- > surrounding area )
- > In the past ( pre-9/11 ) I also designed and installed Cell Sites on
- > rooftops all over New York City, and Towers in the surrounding states
- > ( This is why I know Not In My Back Yard really well )
- > As a past student member of IEEE, I helped invent the Onstar System (
- > Marconi / GM, Whippany, NJ )
- > and then the Sprint ( Southern Pacific Railroad Information Network
- > Technologies, Overland Park, KS ) camera phone
- > This lead to the research into ██████████ and thus this
- > preceeding letter:
- > This email is a service from skyTran. Delivered by Zendesk
- >
- <[https://www.zendesk.com/product/tour/?utm\\_campaign=text&utm\\_content=skyTran&utm\\_medium=poweredbyzendesk&utm\\_source=email-notification](https://www.zendesk.com/product/tour/?utm_campaign=text&utm_content=skyTran&utm_medium=poweredbyzendesk&utm_source=email-notification)>
- > [1XWZX4-V9KJ]
- >

**NEC DEIS Comments - RECORD #450 DETAIL**

**Status :**

**Record Date :** 2/1/2016

**First Name :** Bruce

**Last Name :** Volpe

**Stakeholder Comments/Issues :**

The current proposed route for the new Amtrack train track appears to cross the Connecticut river from the current site in Old Saybrook across the marchland along the east bank and then to the I95 highway. I write to ask about the environmental impact of a high speed rail through a major section of the march land?

The continuation in dark red appears to require considerable additional area as I95 moves through the northern part of the town of Old Lyme. What will be the impact on adjacent, important and legendary - if not historic-structures currently along that path?

Clearly this proposed path needs discussion and must be aired with the town elders and representatives after the appropriate environmental impact studies are carried out.



**NEC DEIS Comments - RECORD #1578 DETAIL**

**Status :**

**Record Date :** 2/15/2016

**First Name :** Susan

**Last Name :** von Reichenbach

**Stakeholder Comments/Issues :**

Dear Senator Blumenthal, Senator Murphy, and Congressman Courtney,  
I am resident of Old Lyme, CT and horrified to learn of the study called "NEC FUTURE," a study that would even consider putting Railroad tracks through the middle of this beautiful and thoughtfully restored, historic, old town. It "feels" as though some behemoth, sitting in a foreign land, is dictating the re-design of a town it has never seen with no idea of what it is doing (and just apparently to spare travelers a half hour commute from Washington DC to Boston along with some other not urgent concerns). It is a shocking affair where government is persuaded by certain interest groups to act so unrighteously.

The residents of Old Lyme are environmentally alert, culturally elevated, and socially active in all matters that concern the well-being of this locale and by extension, the state of CT. From what I understand, not only would the NEC FUTURE proposal to build new RR tracks destroy landmarks, cultural institutions, and ruin the fabric of this town as it now is, it would compromise the quality of our individual lives and singularly change the dynamic of Old Lyme, actually ruin the character of this unique town (which brought many of us to live here), in that one single stroke of building new railroad tracks where this proposal indicates. This must not be allowed to happen. To ignore the town of Old Lyme's impressive Florence Griswold Museum, the Lyme Art Academy, its pretty, old-fashioned Inns, its historic section, lovely churches, and the natural beauty of its environs is unthinkable, especially after its residents, over decades, have contributed so much time, energy, and considerable money to restore, enhance, and maintain the quality of life here. Such a town as Old Lyme needs to be honored in our country as a model of an harmonious and environmentally astute community, not besmirched by railroad tracks in the middle of its tidy town, turning it overnight into a slum-like neighborhood, destroying everything its citizenry has worked to accomplish. The quality and geographical position of this Shoreline town, which attracts people all year long, needs to be valued and protected from such intrusions. It is against everything that stands for the Good--a last bastion of living that harkens to a bygone era when beauty, tranquility, nature's blessings, and moral and ethical values meant something beyond the almighty dollar, and when such a natural setting as we have here was rigorously defended for mankind's well-being, enjoyment, and edification.

Sincerely, Susan von Reichenbach

25 Mile Creek Rd Old Lyme, CT

**NEC DEIS Comments - RECORD #1710 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Susan  
**Last Name :** von Reichenbach  
**Stakeholder Comments/Issues :**

To whom it may concern at the FRA re NECFUTURE Alternative #1:

I am a resident of Old Lyme, CT and horrified to learn of the study called "NEC FUTURE" and its proposal that would consider putting Railroad tracks through the middle of this beautiful and thoughtfully restored, historic, old town. It "feels" as though some behemoth, sitting in a foreign land, is dictating the re-design of a town it has never seen with no idea of the destructiveness its plan involves. While updating rail travel is a good idea for many reasons, making repairs and maintaining safety a wise course of action, it is a shocking affair when a government agency, such as the FRA, overlooks the voice of the town concerned, which will be impacted and radically disturbed by such changes as it proposes, apparently persuaded by certain interest groups to act so unrighteously.

From what I understand, not only would the NEC FUTURE proposal to build new RR tracks destroy valued landmarks, cultural institutions, and ruin the fabric of this town, it would compromise the quality of our individual lives and singularly change the dynamic of Old Lyme, actually ruin the character of this unique town (which brought many of us to live here), in that one single act of building new railroad tracks where this proposal indicates--right through the heart of this town. This must not be allowed to happen.

To ignore the town of Old Lyme's impressive Florence Griswold Museum, the renowned Lyme Art Academy, its pretty, old-fashioned Inns, its charming historic section, lovely churches, and the natural beauty of its environs and protected wetlands is unthinkable, especially after its residents, over decades, have contributed so much time, energy, and considerable money to restore, enhance, and maintain an elevated quality of life here. Such a town as Old Lyme needs to be honored in our country as a model of an harmonious and environmentally aware community, not besmirched by railroad tracks in the middle of its tidy town, turning it overnight into a slum-like neighborhood, destroying everything its citizenry has worked to accomplish. The quality and geographical position of this Shoreline town, which attracts people all year long, needs to be valued and protected from such intrusions. It is against everything that stands for the Good—a last bastion of living that hearkens to a bygone era when beauty, tranquility, nature's blessings, and moral and ethical values meant something beyond the almighty dollar, and when such a natural setting as we have here was rigorously defended for mankind's overall well-being, enjoyment, and edification.

Sincerely,  
Susan von Reichenbach

[REDACTED] Old Lyme, CT 06371

**NEC DEIS Comments - RECORD #1732 DETAIL**

**Status :**

pending

**Record Date :**

2/15/2016

**First Name :**

diane

**Last Name :**

votto

**Stakeholder Comments/Issues :**

I am an Old Lyme property owner and would like to see alternative 3. Alternative 1&2 is a terrible idea in such a small community.

<b>NEC DEIS Comments - RECORD #2916 DETAIL</b>
--

**Status :** ████████████████████  
**Record Date :** 2/16/2016  
**First Name :** Oscar  
**Last Name :** Gonzalez

**Stakeholder Comments/Issues :**

Thank you for the opportunity to provide comments on behalf of Virginia Railway Express (VRE) regarding the Federal Railroad Administration's (FRA) comprehensive plan for improvements to the Northeast Corridor (NEC) rail line from Washington, DC to Boston, MA.

We commend the NEC Future report for cataloging a broad vision of infrastructure improvement projects and related service concepts within the study limits, looking ahead to 2040 and rethinking the path of high and higher speed surface rail transport in the Northeast US. As noted throughout the report, these improvements cannot be achieved without consideration of a continuing, comprehensive, and cooperative manner of regional commuter carriers that share the NEC. VRE looks forward to working with FRA as additional planning and design takes shape so as to minimize potential impacts and maximize the benefits to VRE operations and customers in and around Washington Union Station.

We do have concerns with some of the longer-term (2045+) concepts discussed that extend beyond the established study limits of the NEC Future study to Alexandria, including electrification, a new Metropolitan service, and relocation of engine changes. Our initial review of the concepts suggest 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.

We look forward to collaborating with FRA on these extensions and related infrastructure and operational needs at a later date. Again, thank you for the opportunity to share our thoughts.

Oscar J. Gonzalez  
Project Manager  
Virginia Railway Express  
1500 King St., Suite 202, Alexandria, VA 22314  
ogonzalez@vre.org<mailto:ogonzalez@vre.org>; O: 703.838.9325; M: 571.221.7900  
WWW.VRE.ORG<http://www.vre.org/>  
[cid:image001.png@01D00808.E86E07B0]

**NEC DEIS Comments - RECORD #2873 DETAIL**

**Status :**

**Record Date :** 2/16/2016

**First Name :** Oscar

**Last Name :** Gonzalez

**Stakeholder Comments/Issues :**

Thank you for the opportunity to provide comments on behalf of Virginia Railway Express (VRE) regarding the Federal Railroad Administration's (FRA) comprehensive plan for improvements to the Northeast Corridor (NEC) rail line from Washington, DC to Boston, MA.

We commend the NEC Future report for cataloging a broad vision of infrastructure improvement projects and related service concepts within the study limits, looking ahead to 2040 and rethinking the path of high and higher speed surface rail transport in the Northeast US. As noted throughout the report, these improvements cannot be achieved without consideration of a continuing, comprehensive, and cooperative manner of regional commuter carriers that share the NEC. VRE looks forward to working with FRA as additional planning and design takes shape so as to minimize potential impacts and maximize the benefits to VRE operations and customers in and around Washington Union Station.

We do have concerns with some of the longer-term (2045+) concepts discussed that extend beyond the established study limits of the NEC Future study to Alexandria, including electrification, a new Metropolitan service, and relocation of engine changes. Our initial review of the concepts suggest 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.

We look forward to collaborating with FRA on these extensions and related infrastructure and operational needs at a later date. Again, thank you for the opportunity to share our thoughts.

**NEC DEIS Comments - RECORD #3061 DETAIL**

**Status :**

Unreviewed

**Record Date :**

2/17/2016

**First Name :**

**Last Name :**

**Stakeholder Comments/Issues :**

The comments of the Virginia Rail Policy Institute on the NEC Future Tier I draft EIS are attached.

Thank you on behalf of VRPI.

Meredith Richards

Meredith Richards, President

Virginia Rail Policy Institute

"Your source of independent thought and analysis on rail policy." [www.varpi.org](http://www.varpi.org)

**Attachments :**

VRPI Comments\_NEC Future EIS 2.16.16.pdf (308 kb)

*Your source of independent thought  
and analysis on rail policy...*



February 16, 2016

NEC FUTURE

U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

The Virginia Rail Policy Institute (VRPI) responds to the invitation to comment on the NEC Future Tier I Draft EIS. The following comments are submitted by the Executive Committee on behalf of the Board of Directors and Fellows of VRPI.

VRPI's mission is to strengthen and improve public policy with respect to both freight and passenger rail in the Commonwealth of Virginia through objective and rigorous research, publication, education, and outreach. Our Executive Committee, Directors, and Fellows have extensive private and public sector experience in both freight and passenger rail, as well as in economics, law, public policy and planning. A roster of our members, including brief biographies, can be found at <http://www.varpi.org/node/27>.

VRPI's Comments

The Virginia Commonwealth has an enormous stake in the future of the Northeast Corridor (NEC). Although Virginia is not within the official scope of the NEC Future Study, everything Virginia has done, is currently doing, and aspires to do in the future relative to intercity passenger and commuter rail, is critically dependent upon Virginia's trains being accommodated efficiently, reliably and on-time in the NEC.

Virginia's Investments in Passenger Rail

In recent years, Virginia has advanced a statewide policy to be one of the nation's most progressive and vigorous states in developing and funding rail passenger service. Since 2005, Virginia has maintained a dedicated capital fund exclusively for improvements to rail facilities, and with it has made capacity improvements for dozens of freight and passenger projects. In 2013, in direct anticipation of the PRIIA Section 209 requirements, Virginia created one of the nation's few sustaining public funds dedicated exclusively to intercity passenger rail. With this fund, Virginia has assumed financial responsibility for the operation and capital requirements of the Virginia portion of six Northeast Regional (NER) trains, all of which travel to Washington, DC and from there directly through the 457 mile NEC.

Between its regional and long-distance services, more than 1.6 million passengers boarded or alighted Amtrak trains at Virginia stations in FY2015, generating almost \$80 million in revenue. Additionally, Amtrak estimates that well over one million of the five million Amtrak passengers using Washington Union Station reside in Northern Virginia. Virginia Amtrak ridership increased 50% between 2009 - 2014, ten times greater than the state's population growth during the same period.

#### Virginia's Growing Stake in the Northeast Corridor

Virginia continues to add routes, frequencies and new station facilities to expand its intercity passenger and commuter rail network. Additional frequencies of NER trains are scheduled for the Hampton Roads/Richmond/DC corridor and the Lynchburg/DC corridor, with a service extension to Roanoke underway. New stations in Newport News, Norfolk and Roanoke will serve additional Amtrak trains destined for the NEC. Through its efforts in planning and funding six of Amtrak's twenty NER trains, Virginia contributes both ridership and revenue to the NEC. To quote Fred W. Fraley in *Trains Magazine* ( *Corridor Conundrum, Trains, April 2014, p. 27*):

*"None of these origins lies within the strict definition of the Northeast Corridor... But in the scheme of things, places like Lynchburg are as much a part of the NEC as Manhattan's Pennsylvania Station."*

Virginia also supports Virginia Railway Express commuter service, which has 4.7 million passenger trips annually, will likely introduce run-through service with MARC and is anticipated to grow significantly over the next thirty years.

Amtrak long-distance trains from the South (Crescent) , Southeast (Silver Service; Palmetto) and Midwest (Cardinal) all converge in Virginia as the gateway to the NEC, as does a daily state-supported train from North Carolina (Carolinian). In bringing these out-of-state trains to Virginia on their way to the NEC, Amtrak relies upon the Commonwealth to maintain sufficient capacity and state of good repair of its rail infrastructure, as well as provide safe, convenient stations for its passengers.

Virginia is also the essential link between the NEC and the future Southeast High Speed Rail Corridor, which will connect Florida and the cities of the emerging Piedmont Atlantic Megaregion with the NEC. A DC2RVA Tier II EIS currently underway contemplates an additional eight (8) daily round trips over the same 2040 time horizon as the NEC study. Both state and federal investments have already been made in critical sections of the DC2RVA corridor. According to US Transportation Secretary Anthony Foxx, *"This segment is the key to the whole South. If we don't get it done right and get it done relatively soon, I think we may miss the window."* (Presentation to Virginians for High Speed Rail, July 22, 2015, Richmond, VA).

When all of this is considered, one cannot escape the conclusion that the Commonwealth of Virginia has a material interest in the future of the NEC. It is probable that no other off-corridor intercity feeder or connecting route to and from the NEC, including Amtrak's Keystone and Empire routes, has a greater dependence upon the NEC than does Virginia. As Virginia invests in new routes, frequencies and



extensions of its passenger rail network, and as a ridership rapidly grows, it is important that such increases be accommodated in the NEC.

#### VRPI Opposes the No Action Alternative

VRPI does not support the No Action Alternative as outlined in the NEC Future study. 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. Otherwise, Virginia passenger rail will eventually wither as the NEC experiences more congestion, breakdowns in facilities, slower runtimes and service interruptions. These outcomes are simply unacceptable for the future of the NEC.

#### VRPI Supports Alternative 1 of the NEC Future Tier I EIS

The improvements outlined in Alternative 1 will add the needed capacity for the corridor to grow, and at the same time will remove the chokepoints that slow rail traffic, including the additional Hudson River tunnels and new bridges, improvements to the Baltimore & Potomac Tunnel in Baltimore, etc. Alternative 1 promises to add 75% more capacity to the corridor, with higher speeds on some parts, more frequent trains and unblocked chokepoints. We believe these improvements will be sufficient to accommodate the expected increases in the frequency of Virginia's regional trains and the higher speeds of Southeast High Speed Rail. Alternative 1 provides for the greatest increment in capacity at the least expense and will increase the reliability and performance of trains in connecting corridors such as Virginia — all at a cost that can realistically be expected to be funded through federal, state and private partnerships.

VRPI is concerned that the additional projects in Alternatives 2 and 3, besides their enormous costs, will stir local opposition from communities in the Northern parts of the corridor most affected by the environmental changes they entail. We note that even the relatively modest north bypass of the Connecticut shoreline (and its bridges and grade crossings) contained in Alternative 1 has already stirred up massive opposition from Connecticut communities.

#### Prioritize the Gateway Project

VRPI urges the FRA to implement the Gateway Project with all deliberate speed. Virginia and all the constituents of the NEC have too much at stake to allow these tunnels to close. Following the construction of a second Hudson Tunnel and needed repairs to the old tunnel, the additional tracks from the project will double the capacity of the NEC and open slots for more frequent and reliable Amtrak service. We are encouraged by recent agreements to move forward with the project. Anything else risks the catastrophic failure of the NEC and with it, the loss of years of progress in state-supported intercity rail for Virginia.

## Virginia and the South End of the NEC

Some solutions to the NEC Future are uniquely available in the South End of the corridor. The CSX Long Bridge across the Potomac dates to 1904 (with parts of the structure even older). It suffers from neglect and is a chokepoint for current rail traffic entering the NEC from the south. It is perhaps the greatest limiting factor to the further expansion of passenger rail from Virginia and the south, as all Amtrak long-distance, Virginia NER and VRE commuter trains must schedule bridge crossings at times available to CSX. The greatest relief on the South End of the NEC would be to route some CSX freight around DC by constructing an additional Potomac River rail crossing downstream in the vicinity of the Route 301 bridge.

Another Virginia solution comes from the fact that, for every Amtrak NEC train that is extended south into Virginia's state-supported network, the state assumes the responsibility for turning and servicing that train. By increasing Virginia's network of NER trains, the state is assuming an ever-larger share of the South End NEC turning and servicing requirements at facilities in Northern Virginia, Richmond, Lynchburg, and elsewhere.

Ultimately, VRPI believes that a radical redesign of the south end of NEC would be the optimal solution in order to achieve European-levels of intercity passenger service.

Thank you for the opportunity to comment on the NEC Future Tier I EIS draft report.

Yours truly,

A handwritten signature in cursive script that reads "Meredith Richards".

Meredith Richards, President

**Comments on Draft 1EIS for NEC Future  
Submitted by Carol Waaser  
January 18, 2016**

I am writing in support of including roll-on service for bicycles and wheelchairs in the very near future of the North East Corridor.

Roll-on service fits within the five broad goals developed during the EIS scoping process.

1. "Meet growing demand." There is a current and growing demand for roll-on service in all markets. While I cannot speak on behalf of wheelchair users, I can speak for cyclists, both commuting and recreational. All of the commuter rail lines serving New York City now have roll-on service, greatly increasing travel options for commuters, recreational cyclists and persons with mobility impairments. More and more people are using bicycles for commuting and/or have taken up recreational cycling, and they need access to farther-reaching train travel in both existing and new NEC markets.
2. "Strengthen intermodal passenger connections." It's true that now both Washington and New York have bike share programs, making it easier for commuters to incorporate bicycle travel at either end of the Washington-New York run; but most of the other cities served in the NEC do not have bike share programs, meaning that anyone wishing to include bicycle transportation to or from one of those stations must be able to bring their bike onboard. Roll-on service would also open up new routes for recreational cyclists, enabling, for example, a New Yorker to take the train to Boston to begin a one-week self-contained cycling tour through New Hampshire and Maine.
3. "Investment plan addressing near- and long-term mobility solutions." All new rolling stock for Amtrak should include solutions for bicycle and wheelchair placement. Solutions should also be found for existing stock, even if initial solutions are temporary and not ideal. For example, having to step up or down one or two steps between platform and car, while not ideal, is not an insurmountable burden for cyclists (though it could be for wheelchair users). Thus, this issue should be resolved with long-term investment, but it should not preclude a temporary short-term solution.
4. "Promote environmental sustainability." There is no more environmentally friendly means of transportation than bicycling. By providing ready access to train travel for cyclists, you would be reducing the carbon footprint of those who currently use automobiles to travel to and from train stations and those who currently use planes or cars to travel to the start of a cycling tour.
5. "Enhance the economic viability of the region." Roll-on service in existing and new markets would increase commuting options, particularly for workers living in

suburban and exurban markets, thus opening up job opportunities for those workers and expanding the pool of qualified workers for businesses. And though it would be only a small piece in the larger economic picture of the NEC, cycle touring does bring economic benefits by opening up suburban and exurban areas to tourism.

I am a retired senior citizen and a recreational cyclist living in Manhattan. I do several self-contained cycling tours each year with two or three friends, but because we are unable to take our bikes on Amtrak, our tours must all begin either in New York City, or at one of the stations served by Metro North or New Jersey Transit. Our tours are generally limited to five or six days and 250-300 miles, and thus they are restricted to a small geographic area. We are hoping Amtrak will implement roll-on service in the North East in the very near future so that we may expand our destinations and enjoy cycling (and spending our money) farther afield.

Thank you considering these comments.

Respectfully submitted,  
Carol Waaser

[REDACTED]  
New York, NY 10019  
bikerc@[REDACTED]

**NEC DEIS Comments - RECORD #193 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/18/2016

**First Name :** Carol

**Last Name :** Waaser

**Stakeholder Comments/Issues :**

I have attached my comments on Draft 1 of the EIS. Thank you for your consideration.

Respectfully submitted,

Carol Waaser

[REDACTED]  
5 W. 58th St. #14B

New York, NY 10019

bikerc@[REDACTED]

**Comments on Draft 1EIS for NEC Future  
Submitted by Carol Waaser  
January 18, 2016**

I am writing in support of including roll-on service for bicycles and wheelchairs in the very near future of the North East Corridor.

Roll-on service fits within the five broad goals developed during the EIS scoping process.

1. "Meet growing demand." There is a current and growing demand for roll-on service in all markets. While I cannot speak on behalf of wheelchair users, I can speak for cyclists, both commuting and recreational. All of the commuter rail lines serving New York City now have roll-on service, greatly increasing travel options for commuters, recreational cyclists and persons with mobility impairments. More and more people are using bicycles for commuting and/or have taken up recreational cycling, and they need access to farther-reaching train travel in both existing and new NEC markets.
2. "Strengthen intermodal passenger connections." It's true that now both Washington and New York have bike share programs, making it easier for commuters to incorporate bicycle travel at either end of the Washington-New York run; but most of the other cities served in the NEC do not have bike share programs, meaning that anyone wishing to include bicycle transportation to or from one of those stations must be able to bring their bike onboard. Roll-on service would also open up new routes for recreational cyclists, enabling, for example, a New Yorker to take the train to Boston to begin a one-week self-contained cycling tour through New Hampshire and Maine.
3. "Investment plan addressing near- and long-term mobility solutions." All new rolling stock for Amtrak should include solutions for bicycle and wheelchair placement. Solutions should also be found for existing stock, even if initial solutions are temporary and not ideal. For example, having to step up or down one or two steps between platform and car, while not ideal, is not an insurmountable burden for cyclists (though it could be for wheelchair users). Thus, this issue should be resolved with long-term investment, but it should not preclude a temporary short-term solution.
4. "Promote environmental sustainability." There is no more environmentally friendly means of transportation than bicycling. By providing ready access to train travel for cyclists, you would be reducing the carbon footprint of those who currently use automobiles to travel to and from train stations and those who currently use planes or cars to travel to the start of a cycling tour.
5. "Enhance the economic viability of the region." Roll-on service in existing and new markets would increase commuting options, particularly for workers living in

suburban and exurban markets, thus opening up job opportunities for those workers and expanding the pool of qualified workers for businesses. And though it would be only a small piece in the larger economic picture of the NEC, cycle touring does bring economic benefits by opening up suburban and exurban areas to tourism.

I am a retired senior citizen and a recreational cyclist living in Manhattan. I do several self-contained cycling tours each year with two or three friends, but because we are unable to take our bikes on Amtrak, our tours must all begin either in New York City, or at one of the stations served by Metro North or New Jersey Transit. Our tours are generally limited to five or six days and 250-300 miles, and thus they are restricted to a small geographic area. We are hoping Amtrak will implement roll-on service in the North East in the very near future so that we may expand our destinations and enjoy cycling (and spending our money) farther afield.

Thank you considering these comments.

Respectfully submitted,

Carol Waaser

[REDACTED]

New York, NY 10019

bikerc@[REDACTED]

**NEC DEIS Comments - RECORD #733 DETAIL**

**Status :**

**Record Date :** 2/10/2016

**First Name :** Florence

**Last Name :** Wagner

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)  
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast  
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild  
places I am writing this letter in opposition to Alternate 3 in your rail  
plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge  
including pristine stream, wetland, riparian and forest habitats, critical  
to a number of at-risk bird species. It would destroy this valuable  
wildlife habitat in a region of Maryland where development has taken an  
immense toll on natural resources, and in so doing would damage the  
ecological integrity of the largest remaining forest block in central  
Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area  
(IBA) in 2006 because it provides habitat for several declining bird  
species, including Eastern whip-poor-will, wood thrush, Kentucky warbler  
and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the  
purpose of upholding and promulgating the Migratory Bird Conservation Act.  
The Act was passed to more effectively meet the U.S. migratory bird treaty  
obligations through the acquisition of land and water for the perpetual  
preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural  
resource at the Patuxent Research Refuge would set a dangerous precedent  
for the country's most beautiful and biologically diverse landscapes.  
Feasible and less destructive alternatives to incising a wildlife refuge  
exist. I've visited Patuxent many times and greatly respect what it has  
done and continues to do to help save species from extinction. I urge you



therefore to please choose an alternate that does not disturb a national treasure.

Sincerely,

Florence Wagner

**NEC DEIS Comments - RECORD #637 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/9/2016

**First Name :** Marye

**Last Name :** Wagner

**Stakeholder Comments/Issues :**

I frequently use rail service in NY/CT but do not support the proposed expansion. Too much would be lost in terms of natural and historic resources for the sake of speed. Please put your resources into improving rail transportation elsewhere, particularly south of DC. With frequent delays and cancellations it is impossible to rely on rail services there. I have tried and been quite frustrated.

**NEC DEIS Comments - RECORD #2612 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Lizzie

**Last Name :**

Wahab

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I am emailing to express my opposition to Alternative 1 of the Northeast Corridor Futures proposal in its current form. It is slated to pass through the Lyme Academy of Art, and the negative impacts of high speed train travel through an historic campus will lead I fear to the closure of the college. I would be happy to participate in any meetings to revise the proposal to protect this important home for future American artists.

<b>NEC DEIS Comments - RECORD #483 DETAIL</b>
---

**Status :**

Review Completed

**Record Date :**

2/1/2016

**First Name :**

Carolyn

**Last Name :**

Wakeman

**Stakeholder Comments/Issues :**

The NEC's Tier 1 Draft proposing that Amtrak relocate its bridge across the Connecticut River does irreparable damage and must be stopped immediately. This costly plan would eviscerate an irreplaceable historic community while unacceptably and unnecessarily destroying fragile coastal ecosystems. As a local historian, and also an 11th generation descendant of Lyme's earliest colonists, I have studied the decade-long deliberation about where to locate the original New London & New Haven rail line in 1852. Yale Professor Alexander Twining correctly determined that the line should avoid the village of Lyme. His rationale has far more crucial significance today. The existing Amtrak bridge across the Connecticut River should be modernized but not relocated.

**NEC DEIS Comments - RECORD #753 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/10/2016  
**First Name :** Waldman  
**Last Name :**  
**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

I am writing in opposition to Alternate 3 in your rail plan. Although I no longer live in Maryland, one of the reasons being it was becoming too crowded, I was extremely pleased when former Congressman Tom McMillen helped increase the size of the Patuxent Wildlife Refuge by adding Ft. Meade lands deemed "surplus" at the time. This instead of housing, etc. being built upon this land. When serving in the Maryland National Guard, we often times used the woods at Ft. Meade for training; it was during these times, and subsequent visits, that I came to realize the biological importance of these lands.

The current rail proposal seeks to undo this by destroying 60 acres of the Patuxent Wildlife Refuge. According to information just received from Audubon Maryland-DC these acres include a stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

To this I would like to add the importance of Patuxent Wildlife Refuge to the protection of box turtles, as seen through the long term studies began by Lucille Stickel. Box turtles already took a regional "hit" when the Intercounty Connector (ICC) was built. <https://cleancurrently.wordpress.com/2010/06/10/intercounty-connector-icc-endangers-eastern-box-turtles/>

Patuxent Refuge must not be reduced in size! Sixty acres might seem, relatively speaking, a small parcel, but the projects impact goes further in terms of creating a barrier to wildlife, setting a precedent regarding our values of wildlife protection, as well as destroying some of the last natural areas found in this area.

Sincerely,

**NEC DEIS Comments - RECORD #1187 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/13/2016

**First Name :** Lisbeth

**Last Name :** Waldron

**Stakeholder Comments/Issues :**

Improving the rail lines is a step forward in the transportation needs of the northeast, however, cutting it through historic towns is the wrong way to go about it. There are plenty of alternatives available that would bypass the beautiful downtown areas. Going a little further north of the shoreline is a much better alternative and impacts far fewer people, businesses and local landmarks. No one will stand for seeing their beautiful downtown areas cut in half by a train, the best solution is to find a plan B that would appeal to everyone.

**NEC DEIS Comments - RECORD #1188 DETAIL**

**Status :** Pending

**Record Date :** 2/13/2016

**First Name :** Lisbeth

**Last Name :** Waldron

**Stakeholder Comments/Issues :**

In addition to my previous comment I have another proposal that could benefit 2 areas of concern. If the new rail line was run alongside 95, improvements could be made to both. 95 is in desperate need of widening in Ct. and the infrastructural work required for the railway could coincide with the work needed to make 95 wider. Please pass this suggestion to whomever it needs to be seen by. Thank you.



**NEC DEIS Comments - RECORD #533 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/3/2016

**First Name :**

Mary

**Last Name :**

Waldron

**Stakeholder Comments/Issues :**

The plan to build a rail bridge through Old Lyme, an historic and beautiful town, is incredibly awful. Are you trying to upset people? Ridiculous not to use the old route.

**NEC DEIS Comments - RECORD #1249 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** Mary

**Last Name :** Waldron

**Stakeholder Comments/Issues :**

It is absurd to think about decimating a major tourist center filled with art and historic charm - Old Lyme - to make up for past mistakes.

**NEC DEIS Comments - RECORD #2272 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Thaddeus  
**Last Name :** Walewski  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #1253 DETAIL**

**Status :**

**[REDACTED]**

**Record Date :**

2/14/2016

**First Name :**

Jen

**Last Name :**

Walker

**Stakeholder Comments/Issues :**

The millions spent on the last Amtrak upgrade did nothing because of the topography of Shoreline tracks. Another R.R. Travesty....It takes 2 hours to get to GC from New Haven, instead of 1.5 on Metro North.

**NEC DEIS Comments - RECORD #2233 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Markesha

**Last Name :** Walker

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2552 DETAIL**

**Status :** Pending  
**Record Date :** 2/16/2016  
**First Name :** Bruce  
**Last Name :** Wallace

**Stakeholder Comments/Issues :**

I am writing to you this day to strongly object to your proposal known as Alliterative 1 which would decimate the historic town of Old Lyme and the Lyme Academy College of Fine Arts in particular. All for what appears to be a possible savings of a few minutes for your passengers. Please note that I will continue to oppose this proposal as long as it takes to see it defeated.

**NEC DEIS Comments - RECORD #685 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** Michael E.

**Last Name :** Wallman

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Very truly yours

Michael E Wallman [REDACTED] Ellicott City, MD 21043

**NEC DEIS Comments - RECORD #1510 DETAIL**

**Status :** Pending  
**Record Date :** 2/14/2016  
**First Name :** Donald P.  
**Last Name :** Walsh

**Stakeholder Comments/Issues :**

Routing a rail line north of the existing line across the Connecticut River would effectively wipe out the historic town of Old Lyme CT and in the process destroy many peoples occupations and way of life .Is this line intended to get people to Boston a few minutes faster and/or make a lot money for some connected major construction and law firms? I see also the north route would pretty much keep the EPA out of the FRAs' hair. Respectfully,  
D.P.Walsh



**NEC DEIS Comments - RECORD #1145 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/13/2016  
**First Name :** Roxann  
**Last Name :** Walters

**Stakeholder Comments/Issues :**

While agreeing that the railroad system in the Northeast needs some upgrades, the plan to decimate the center of Old Lyme to do so seems a bit excessive. I live in the next town over, but spend a lot of time in the area. The historic district is lovely and the residents of Old Lyme take great care to preserve it. I cannot believe that it is in anyone's best interest to destroy this lovely little town.

**NEC DEIS Comments - RECORD #500 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/2/2016

**First Name :**

Scott

**Last Name :**

Walters

**Stakeholder Comments/Issues :**

Only has the ability to move huge numbers of people into and out of dense urban centers. That projects built nearly 200 years ago, in some cases, are still in daily use demonstrates the profound value of rail infrastructure investments. Please make the necessary investments -- which have been long delayed -- to not only maintain but radically increase capacity and connectivity of rail transportation.

As a frequent Amtrak commuter, I believe passenger rail offers enormous convenience.

**NEC DEIS Comments - RECORD #904 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/11/2016

**First Name :**

Daniel

**Last Name :**

Walton

**Stakeholder Comments/Issues :**

Please keep the trains running

**NEC DEIS Comments - RECORD #942 DETAIL**

**Status :**

Section Complete

**Record Date :**

2/11/2016

**First Name :**

Michael

**Last Name :**

Warburg

**Stakeholder Comments/Issues :**

It seems poorly considered to have high speed rail service going through historical areas such as Old Lyme. These areas were not designed for high speed rail and it seems incongruous to make them deal with the consequences of noise pollution and disruption of the environment. Small towns and communities (many of them historically important) don't need to be sacrificed when alternative routing of rail lines is possible. In effect this is forcing urbanization upon rural and small communities which is a tragic consequence that can be avoided.

**NEC DEIS Comments - RECORD #2763 DETAIL**

**Status :**

REVISIONS COMPLETE

**Record Date :**

2/16/2016

**First Name :**

Richard

**Last Name :**

Ward

**Stakeholder Comments/Issues :**

I initially supported the concept of this project but due to the total disregard of the historical and environmental impact this plan would cause (in particular to the Town of Old Lyme, CT). I can no longer do so. I certainly understand and get the "big picture" but work still needs to be done in the South East CT area from the CT River to the RI state line.

**NEC DEIS Comments - RECORD #403 DETAIL****Status :**

[REDACTED]

**Record Date :** 1/30/2016**First Name :** Spencer**Last Name :** Ward**Stakeholder Comments/Issues :**

Hello, I'm a student currently attending the University of Connecticut at Storrs. I was born and raised in Old Lyme, CT, and was compelled to comment on this new plan to add additional rail lines through my hometown. I would just like it to be known that the building of this rail would impact myself, the people of Old Lyme, and the beautiful natural settings that we and hundreds of species of wildlife both enjoy. I am much more in favor of connecting New Haven, Hartford, and Providence by rail, especially since that plan would link UConn to all three cities. This University is a huge asset to our state, and further linking it with the rest of New England will only serve to expand its influence, prestige, and profitability. I am not sure how much my voice matters, but thank you for making it possible for the people of Connecticut and the Northeast to comment. I hope you listen to them.

**NEC DEIS Comments - RECORD #2952 DETAIL**

**Status :** Pending  
**Record Date :** 2/16/2016  
**First Name :** Sarah  
**Last Name :** Wardman

**Stakeholder Comments/Issues :**

This is the first I'm hearing of the plans for the railroad going through Connecticut. It seems this was done surreptitiously without adequate public notice. I am a resident of Milford, and I am especially concerned about the plan for a tunnel from Milford to Long Island. I would be against a tunnel without having further information on the plan and its effects on my community.

**NEC DEIS Comments - RECORD #1554 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Mary Ann

**Last Name :**

Wargo

**Stakeholder Comments/Issues :**

Please do not cut thru this beautiful historical town for this rail project



**NEC DEIS Comments - RECORD #746 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/10/2016

**First Name :**

Timothy

**Last Name :**

Warner

**Stakeholder Comments/Issues :**

It is very exciting to hear about the redo of NYC's Penn Station and the New Tunnels, it is way past time. Tear down Madison Square Garden and make it all part of the redo!

The next speaker is Daniel Warren.

MR. WARREN: My name is Daniel Warren. I'm from Andover, Connecticut. I'm an elected official in Andover, but I'm speaking as a private citizen. Thank you for your work.

I grew up in Andover, I went to UConn, but after I graduated college I left Connecticut, eastern Connecticut in particular, for job opportunities. And those job opportunities are in the Northeast Corridor that we're talking about here, New York and Boston, and I worked in New York for four years before moving back here.

Since I have become involved in the community, I have a very unique understanding of the challenges that our state and semirural communities face. Whether we want to admit it or not, they're entirely linked to the health and economic viability of our major cities. And I want to speak strongly in favor for the connecting route between Hartford and Providence with a station at UConn, because in my area, property values are basically generated, increased and decreased, by people's ability to work in these two areas and some other areas, but mostly the significant job centers.

And I believe I'm one of the few, I'm the exception to the rule, to leave and come back and to leave places like San Francisco, Boston or New York. Our companies are leaving Connecticut for Boston. It's not just because of taxes, it's because that's where young, talented people want to live. And a strong rail connection I think is the future for our area. And connecting to the northeast corner, that's a possibility in the future, but this is the here and now, and I think we need to make a bold, strong statement.

I say all these things as someone whose family was torn apart by an eminent domain taking in the '80s for a highway that was never built. I understand the challenges and I understand the effect it has on communities, but we have to make sacrifices and we have to build. We cannot continue to operate in a post-World War II mind-set. It will destroy this state.

The only other thing I want to comment on is the valuation of cultural and ecological resources. I think they should be very carefully put into perspective. In that state taking for the highway in the '80s, one of the reasons the highway was never built -- which, incidentally, I was opposed to as a child -- was because of its impact on contiguous forest land. And that contiguous forest land, after the demise of the highway, was subsequently developed by a private landholder.

There is a real irony that we cannot as a society build a major infrastructure improvement but a private citizen can throw caution to the wind. I understand it's the law, but

within the restrictions set forth by the regulations, I strongly suggest you try to put them into as much perspective as possible.

Regarding cultural resources, the northeastern part of the state, the eastern part of the state, has a lot of cultural resources, but they are decrepit and neglected due to the financial constraints that our communities face that are solely based on failure for us to maintain strong urban and smaller cities.

I think this component of the plan in particular is essential to the future of this area, in which I plan on being a taxpayer, a citizen and elected official for 30 or 40 more years, barring unforeseen circumstances.

So thank you for all your hard work.

HEARING OFFICER SIEGEL: Thank you very much.

**NEC DEIS Comments - RECORD #2325 DETAIL**

**Status :**

Review Complete

**Record Date :**

2/15/2016

**First Name :**

Laurie

**Last Name :**

Warren

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2329 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Laurie

**Last Name :**

Warren

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2043 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/15/2016

**First Name :**

Thomas

**Last Name :**

Warren

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

As an Alumni of UNH, I oppose Alternative 1 of the Northeast Corridor Futures proposal. It will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

Regards,

Thomas G Warren

**NEC DEIS Comments - RECORD #487 DETAIL**

**Status :**

Project Completed

**Record Date :**

2/2/2016

**First Name :**

Karen

**Last Name :**

Wassmer

**Stakeholder Comments/Issues :**

The bridge span proposed into Old Lyme will cost billions to repara. Not to mention the distruction of a Historic town . I'm sure it's cheaper to run it this way after this town, but keeping the train along the same Corredor as the one that's there now will be better for the people .

**NEC DEIS Comments - RECORD #2944 DETAIL**

**Status :** Pending  
**Record Date :** 2/16/2016  
**First Name :** Richard  
**Last Name :** Waters

**Stakeholder Comments/Issues :**

The Rail Investment Plan currently proposed is a terrible idea, invasive to the the environment and to the people who may live on property that is in the way, Eminent domain for the supposed greater good for the greatest number has never prospered and always requires subsidies to keep it going speaks of unionism and stupidity, build the transportation system to include transfers, buses and connections. Never, never intrude on the environment to build something for a few . No !



**NEC DEIS Comments - RECORD #1565 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Suzanne

**Last Name :** Watson

**Stakeholder Comments/Issues :**

Scrap this plan. Leave the shoreline intact.

If you want to spend some money, reinstate Gov. Ella Grasso's plan (she had the engineering done 30 years back), and create the rail trail from the CT shoreline up to Middletown!

S. Watson

---  
This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>

**NEC DEIS Comments - RECORD #1485 DETAIL**

**Status :** Action Completed

**Record Date :** 2/14/2016

**First Name :** Suzanne

**Last Name :** Watson

**Stakeholder Comments/Issues :**

I am totally against the Alternative 1 proposal.

**NEC DEIS Comments - RECORD #2254 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Doug

**Last Name :** Watts

**Stakeholder Comments/Issues :**

I oppose putting train tracks through the property of Lyme Academy. The campus will be severely impacted in a very negative way by the proposal.

**NEC DEIS Comments - RECORD #767 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** Claire

**Last Name :** Wayner

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)  
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast  
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelman

:

?

As a young  
birdwatcher

of Maryland and a high school student, I am

??

writing in opposition to Alternate 3 in your rail plan because of its  
highly negative impact on the local environment.

The proposed route would cut through 60 acres of the Patuxent Research  
Refuge, including pristine stream,  
wetland, riparian, and forest habitats, critical to a number of bird  
species. It would destroy this valuable wildlife oasis in an area already  
heavily plagued by continued development. The rail would destroy the  
ecological integrity of this largest remaining forest block in Maryland,  
recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006  
for providing crucial habitat for several of our declining bird species,  
including Kentucky Warbler, Wood Thrush, Prairie Warbler, and Eastern  
Whip-poor-will.

The Patuxent Research Refuge was established in 1973 specifically for the  
purpose of upholding and promulgating the Migratory Bird Conservation Act.  
The Act was passed to more effectively meet the U.S. migratory bird treaty  
obligations through the acquisition of land and water for the perpetual  
preservation

o

f

birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes.

It would also harm the local economy as birdwatching and other natural hobbies together form a multi-billion dollar industry. Please do not deforest and cut through the Patuxent Research Refuge for the sake of the birds and for the local residents, including myself.

\*?Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb aregional and national treasure.\*

Sincerely,  
Claire Wayner

\*?\*

**NEC DEIS Comments - RECORD #1821 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Liz

**Last Name :**

Waytkus

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #1336 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Susan

**Last Name :**

Weatherby

**Stakeholder Comments/Issues :**

Alt. #1 will forever change the historical town of old Lyme, ct. It will require the destruction of art museums and historical homes . I am opposed to alt. #1

**NEC DEIS Comments - RECORD #1934 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

William

**Last Name :**

Weaver

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I further support the town of Old Lyme's objections as stated in the selectmen's statement opposing the railroad routing through the town.



**NEC DEIS Comments - RECORD #2070 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Steve

**Last Name :** Webster

**Stakeholder Comments/Issues :**

Skipping Providence, one of the largest commuter stops between NY and Boston, is horribly short sighted and will affect hundreds of people me being one of them. There are very few commuter trains that go to providence from Boston at an average time of 1 hour and 45 minutes one way. To assume that there is more commuter traffic in Worcester, which has a higher frequency of commuter trains, based on inaccurate data is criminal. To assume Springfield as part of greater Worcester, 30 miles away, is a ridiculous skewing of data that is inaccurate at best.

**NEC DEIS Comments - RECORD #435 DETAIL**

**Status :**

████████████████████

**Record Date :** 1/31/2016

**First Name :** Joan

**Last Name :** Weeks

**Stakeholder Comments/Issues :**

I can't believe you would even consider destroying an historic town in New England. I am appalled that you would damage the estuaries of the Connecticut River. I completely oppose the new Amtrak route through Old Lyme.

**NEC DEIS Comments - RECORD #286 DETAIL**

**Status :**

Completed

**Record Date :**

1/25/2016

**First Name :**

Sara

**Last Name :**

Weeks

**Stakeholder Comments/Issues :**

I fully support the proposed rail trail along the CT shore, including through Old Lyme. I understand that residents have concerns. In my experience with the Amherst - Northampton Rail Trail these apprehensions are common but ultimately the trail is a wonderful thing and a great asset to the residents. While I enjoy riding a bicycle, I do not ride on the roads for fear of drivers who are texting, or drunk. Having an easily accessible rail trail would be amazing!

**NEC DEIS Comments - RECORD #1727 DETAIL**

**Status :** ██████████

**Record Date :** 2/15/2016

**First Name :** Sara

**Last Name :** Weeks

**Stakeholder Comments/Issues :**

Originally I was under the impression that this was proposed as a rail trail for cycling, walking, rollerblading/skating, which I was in favor of. Railroad tracks running through the middle of town for high speed trains? I am 100% opposed. I think that folks in the area are generally in favor of any improvement in transportation but this option is not it. We do need improvement to the infrastructure so I hope a fair resolution can be reached as destroying our town in the process is not.

Claudia T. Weicker  
[REDACTED]  
[REDACTED]

February 1, 2016

NEC FUTURE  
U.S. DOT Federal Railroad Administration  
One Bowling Green  
Suite 429  
New York, NY 10004

To Whom It May Concern:

As a resident of the town of Old Lyme, Connecticut and co-chair of the Connecticut Audubon Society's Roger Tory Peterson Estuary Center Board, I am writing to express my concerns and opposition to Alternative 1 of the EIS Tier 1 NEC Future proposals.

As currently drafted Alternative 1 proposes a new railroad bridge across the Connecticut River Estuary and creates a new high speed line(s) through the town of Old Lyme. It simply is not possible to minimize the impact that construction of a high speed rail line(s) and new bridge over the Connecticut River would have on the town of Old Lyme, the shoreline, and life in other towns adjacent to the River.

The new line would effectively bifurcate the historic district of Old Lyme destroying the integrity of one of the oldest and most picturesque towns in the State of Connecticut. In addition, the new line would potentially decimate the town's only shopping area which houses a supermarket, pharmacy and post office as well as other businesses. It would cross Route 156 and Route 1. Route 156 is a main artery to all the shoreline communities and towns east of the Connecticut River and, together with Route 1, connects the town to its northern district and other towns to the north and east.

Old Lyme is a Federally declared Preserve America Community and its historic district is on the National Register of Historic Places with over 50 homes predating 1900. Well regarded for its history, culture, and beauty, Old Lyme is nestled on the banks of the Connecticut and Lieutenant rivers and has been long recognized as the birthplace of American Impressionist painting. Legendary artists visited the Old Lyme Art Colony in the 19th and early 20th Centuries, many living at the home Florence Griswold, now a museum and National Register property. In addition, the town is the home of the Lyme Art Association and the Lyme Academy College of Fine Arts. The proposed rail line would plow through town in such a way as to obliterate the latter and separate the first two institutions (which attract thousands of visitors each year) from the town.

A new bridge over The Connecticut River Estuary, named as one of “ One of the World’s Last Great Places in the Western Hemisphere” by the Nature Conservancy, raises a multitude of environmental concerns as it would cause disruption of the river, its wetlands, and the habitats a number of rare and threatened species and other wildlife. Home to the osprey which were nearly extinct just a few decades ago, the bald eagle (likewise nearly extinct but resurgent) and a stopover for migrating species, it is impossible to believe that the environmental impact would not be substantial. Your own ecological assessments recognize the impact on Connecticut’s ecologically sensitive habitats.

Finally, a word about aesthetics and economics. There has long been a nexus between the River and the well being of the surrounding communities. Essex, Old Saybrook, Old Lyme and other communities along the river are steeped in history dating to pre-Revolutionary days and, whether it was the shipping trade in the 18th century which gave rise to today’s boatyards and marinas, or the Old Lyme Art Colony this nexus exists today. Boating enthusiasts and fishermen flock to the River each season to enjoy its beauty and access to Long Island Sound. Art enthusiasts likewise visit the towns along the River to view their historic homes and the museums and galleries creating a thriving tourist industry. Thus, the appreciation of the aesthetics of our river valley communities continues in the 21st Century as it did in the 19th and 20th Centuries. The new bridge would not only create a visual obstruction but also poses real dangers to the economies of our river communities.

It is my sincere hope that you will re-examine this proposal in light of the harm it would cause to the River and its communities.

Sincerely,



Claudia T. Weicker

**NEC DEIS Comments - RECORD #255 DETAIL**

**Status :**

**Record Date :** 1/24/2016

**First Name :** Lowell

**Last Name :** Weicker

**Stakeholder Comments/Issues :**

To Whom It May Concern:

As a principal sponsor of the legislation that created AMTRAK while in Congress, and as a former United States Senator and Governor of Connecticut, I am writing to register my views regarding a recent proposal to re-route the Northeast Corridor lines through the town of Old Lyme, Connecticut.

Old Lyme, tiny in area, is one of the oldest and most historic towns in our state. The proposed rail line would cut its historic district in half and destroy the historic integrity and beauty of the community. A home to legendary artists and the home of the American Impressionist School of Painting, it is well known for its iconic beauty and its part in the history of the State of Connecticut dating back before the Revolutionary War. Like many small towns, Old Lyme has been through a resurgence with extensive conservation and preservation of the homes and buildings in the historic district. Its main attributes, including the Florence Griswold Museum, the Lyme Art Association, and the Lyme College of Fine Arts would find themselves cut off from each other under this proposed plan.

In addition, the impact on the Connecticut River, its estuary and the marshlands and habitats therein would likely be severe and affect not just the Old Lyme community but all others who share this estuary, including Old Saybrook and Essex. The habits within these waters have been either a home or a resting place to many varieties of species of birds and migratory species who breed in its waters. The construction of a new railroad bridge connecting Old Saybrook to Old Lyme would require a detailed environmental study of its impact on the Estuary and its habitats.

It is my sincere hope that AMTRAK will think better of this proposal and look elsewhere for its new NEC line.

Sincerely,

Lowell P. Weicker, Jr.  
Former United States Senator  
Former Governor of Connecticut

**NEC DEIS Comments - RECORD #1101 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/12/2016

**First Name :** Peter

**Last Name :** Weimann

**Stakeholder Comments/Issues :**

It is a wise idea to move the tracks away from the receding shoreline. A New London/Mystic station is also a good idea and needs to be kept outside the city and have ample parking!



**NEC DEIS Comments - RECORD #2893 DETAIL**

**Status :** ██████████

**Record Date :** 2/16/2016

**First Name :** Leon

**Last Name :** Weinmann

**Stakeholder Comments/Issues :**

No railroad!

RUBY SEIGEL: Thank you, Scott. I don't have anyone else signed up, David, so you're up. Just introduce yourself, please.

72

DAVID WEINSTEIN: Hi. I'm David Weinstein. I'm here as a -- really as a frustrated commuter. I've been -- I live in Philadelphia. I've been taking the SEPTA train from Philadelphia to Wilmington regularly for the last two and a half years. I work -- again, although I'm here in my own capacity, I work for the Delaware Department of Justice Consumer Protection Unit. Have some familiarity with consumer issues and want to talk about some -- my perspective as a consumer of public rail service in this area.

First, I wanted to thank you for putting this program together and for doing this. I believe it's long overdue certainly based on my experience as a commuter and frequent delays and service interruptions.

I couldn't agree more with what the previous commenter said about Amtrak. I primarily want to focus on SEPTA, but I'll touch on Amtrak for a minute. I think Amtrak is

73

failing the American people. It's funded by -- partially out of government funds. I know the relationship between Amtrak and the government, federal government, is complicated, but it does receive taxpayer dollars, and yet it's reached the point where Amtrak fare is totally unaffordable for the middle class. It's unaffordable for people like myself who would be taking Amtrak if it were significantly cheaper, but instead, of course, take buses. And our tax dollars are subsidizing this.

It's -- regularly I'd say on Friday afternoon, which, granted, is a busy period, Amtrak service just from Wilmington to Philadelphia can cost upwards of \$80. That should be unacceptable. And, unfortunately, Amtrak doesn't seem to care about this.

There was a comment recently in an article I read by -- I believe it's CEO of Amtrak saying that the market for people who take buses just isn't what Amtrak is looking

74

for. It isn't looking to compete in that market.

My question to them is why not?

Shouldn't Amtrak be serving the American people? Shouldn't it be looking to provide access to people to different communities?

And, unfortunately, what's worse is that the commuter rail services such as SEPTA, which I'll talk about in a moment, are unable to fill the gaps which Amtrak is supposed to provide.

People taking SEPTA -- SEPTA runs on the same train lines as Amtrak and is routinely delayed due to problems on Amtrak. And so you'll have commuters who can't afford Amtrak, yet, nonetheless, are delayed and suffer service interruptions due to problems on Amtrak.

I'd like to talk about the SEPTA service from Philadelphia to Wilmington and back for a minute. There's a single train in the mornings from Philadelphia to Wilmington over

75

pretty much the entire three-hour period of rush hour. There's a train that leaves Philadelphia at 7:45. And if you're not on that train, the next train from Philadelphia to Wilmington is not till, I believe, 9:36. During the daytime, trains from Wilmington back to Philadelphia only run every two hours. For people such as myself, who commute from Philadelphia to Wilmington and back, this is just -- it's insufficient service. It discourages economic growth. It discourages people in Wilmington taking jobs in Philadelphia. It discourages people in Philadelphia taking jobs in Wilmington. I believe that there are tremendous economic benefits that could be achieved by expanding access from Philadelphia to Wilmington and vice versa. Reductions in crime, which certainly something that my office has seen in Wilmington that's been a problem in recent years in Wilmington. Could -- that could be reduced through economic growth opportunities that

76

expanded access would provide.

And so the service effects of this program that you're trying to do -- it's already been talked about in documents, I think. -- those are well-taken. SEPTA service is -- there are frequent delays, frequent interruptions, aging infrastructure, and it's not enough service in general. I think all of that should be addressed. I think it could provide tremendous benefits to the greater Philadelphia/Delaware region and the Wilmington

region.

And I believe that, in closing, that I would encourage you to -- whatever action alternative is picked -- and it looked like all of them had their benefits and their cons. I know a lot of them and a lot of the points in the action alternatives seemed focused on the New York area and some of the bigger metro areas. I'm here to urge you not to leave out Philadelphia and Wilmington. To take

77

Philadelphia and Wilmington into account, and whatever alternative you're doing, not to leave out SEPTA, to increase SEPTA service going from Wilmington because I believe that that could benefit tremendously.

Thank you very much.

Are there any other people in the audience who would like to make any public statement?

MR. WEISS: I'll make a fast one. I'll identify myself.

MS. SIEGEL: That's fine.

MR. WEISS: This will take less than a minute.

MS. SIEGEL: That's okay. Just because we don't have -- just make sure you identify yourself.

You don't have to speak fast.

MR. WEISS: Bob Weiss. I'm the travel editor of CBSBoston.com and WBZ News Radio.

Two points I would like to make here, covering transportation for quite a while and travel. Number one: South Station is already a rail and bus hub. Any testing that you would do, I would suggest, or ideas that are presented here, work there.

The second thing I would say is, don't overlook bus travel when you're considering rail alternatives. The complaint I hear most about the Acela and Amtrak is poor Wi-Fi by business people. That should be looked at, because I think it would be a great source of business for you. It also certainly worked for the bus companies with the tremendous student population we have up here. Any work that you do or experiment against that audience will go over, I think, very well.

MS. SIEGEL: Thank you very much.

Okay. Is there anybody else who would like to make a statement?

**NEC DEIS Comments - RECORD #2780 DETAIL**

**Status :** ██████████  
**Record Date :** 2/16/2016  
**First Name :** David  
**Last Name :** Weinstein  
**Stakeholder Comments/Issues :**

February 16, 2016

NEC Future  
U.S. DOT Federal Railroad Administration (FRA)  
One Bowling Green, Suite 429  
New York, NY 10004

RE: NEC Future Project

Dear FRA Team Members:

Thank you for hosting the public hearing in Wilmington last month regarding the NEC Future project. Your hard work on this project is much appreciated. The following is intended as a supplement to my remarks at the hearing.

I am a 29 year-old Philadelphia resident who commutes to my job in Wilmington via SEPTA Regional Rail on a daily basis. I write as a millennial, as a concerned supporter of affordable public transit, as an attorney with interest in consumer issues, and most of all, as a frustrated SEPTA commuter. My experience with SEPTA Regional Rail over the last two and a half years has led me to believe that: (1) existing SEPTA service is inadequate to cover demand for transit between Philadelphia and Wilmington; and (2) existing SEPTA infrastructure is in need of significant repairs. Accordingly, I encourage the FRA to: (1) reject the "No Action Alternative" in favor of one of the three proposed "Action Alternatives" in the Tier 1 Draft Environmental Impact Statement; and (2) take the needs of commuters between Philadelphia and Wilmington—and the economic and social benefits which improved public transit service could generate—into account in connection with whichever "Action Alternative" is ultimately chosen.

I write today to highlight the following problems with existing SEPTA service between Philadelphia and Wilmington. I urge the FRA to work with state and city officials in resolving these problems as the NEC Futures project moves forward.

•Insufficient Service Between Philadelphia and Wilmington

Too few trains run between Philadelphia and Wilmington. My experience as a regular commuter on the Wilmington/Newark line leads me to believe that over 90 percent of riders on this line use it to travel from Philadelphia to Wilmington or vice-versa. However, on a typical weekday, only four trains run from University City (the last Center City Philadelphia station) to Wilmington during the eight and a half hour period between 6:45 am and 3:15 pm, and only five trains run from Wilmington to University City during the eight and a half hour period between 8:00 am and 4:30 pm. These "gap periods" span much of the morning rush hour for commuters in both directions. The dearth of routes between Philadelphia and Wilmington—on average, there is

less than one per hour—creates difficulties for commuters, and is insufficient to encourage travelers between the two cities to choose SEPTA Regional Rail over other options. The situation is far worse on weekends: even fewer trains run between the two cities on Saturday and Sunday. Many trains originate or terminate at Marcus Hook: as others have noted, a partial solution would be to extend all such trains to Wilmington. (This issue is the subject of a petition on Change.org: <https://www.change.org/p/deldot-septa-hourly-service-to-wilmington>.)

- Delays Due to Infrastructure Breakdowns

Infrastructure on the Wilmington/Newark Line and other SEPTA Regional Rail routes appears to be falling apart. Trains are frequently delayed due to “signal problems” and other equipment failures of this nature (including severe issues such as train breakdowns en route). Sometimes, these delays are quite lengthy (i.e. one hour or more). The fact that infrastructure-related delays occur as frequently as they currently do significantly compounds the inconvenience to commuters caused by existing inadequate SEPTA Regional Rail service between Philadelphia and Wilmington. SEPTA Regional Rail infrastructure must be upgraded in order to resolve this problem.

- Inconvenient Service Due to Poor Schedule Planning

During the evening rush hour—one of the few periods in which trains run between Philadelphia and Wilmington more than once every two hours—poor schedule planning makes the commute difficult for passengers traveling from Wilmington to Philadelphia. Rather than being spaced out evenly (e.g. once every half-hour), trains run from Wilmington to Philadelphia at oddly-timed intervals. Two trains leave Wilmington at 4:44 pm and 5:06 pm (too early for many rush hour commuters), respectively, but then no trains leave Wilmington until 5:50 pm and 6:02 pm. Those unable to make the 6:02 pm train are forced to wait until 7:06 pm or 7:29 pm, the departure times for the next two trains to leave Wilmington. Schedules which take a range of typical workplace departure times into account would encourage more commuters to view SEPTA Regional Rail as a viable option.

- Inefficient Service Due to Lack of Express Routes

In contrast to other commuter rail services such as NJ Transit, SEPTA runs only a small number of express routes on its Northeast Corridor lines. Moreover, the existing express routes are inefficient. On a typical weekday, only four express routes run from Philadelphia to Wilmington, and only three express routes run from Wilmington to Philadelphia. There is only one express train from Philadelphia to Wilmington during the morning rush hour, and there is only one express train from Wilmington to Philadelphia during the evening rush hour. (For commuters traveling in the opposite direction, there are two express trains from Wilmington to Philadelphia during the morning rush hour, and just one express train from Philadelphia to Wilmington during the evening rush hour.) Adding more express trains would save time and encourage commuters with a greater variety of work schedules to choose Regional Rail over other travel options. Moreover, as noted previously, my experience suggests that most commuters who take the Wilmington/Newark Line use it to travel from Philadelphia to Wilmington or vice-versa: few people get on or off the train at intermediate stations. SEPTA should emulate NJ Transit in operating “super express” routes which run directly from Center City Philadelphia stations to Wilmington (without stopping at Chester, Marcus Hook, and Claymont in between).

- Delays Due to Track Sharing and Train Traffic

SEPTA Regional Rail trains are frequently compelled to wait in order for Amtrak trains to pass them by. The addition of new track to areas which experience congestion regularly would help alleviate this problem.

- Inability to Maintain Consistent Schedules

Beyond delays caused by infrastructure breakdowns, SEPTA Regional Rail trains on the Wilmington/Newark line simply run late far too often. (In my experience, this problem is particularly acute with respect to evening trains which originate in Newark.) If increased train ridership is a goal, this must change.

- Need for More Stations in Wilmington

Given the size of the city, it would seem appropriate for there to be more than one train station in Wilmington. Ease of access to train arrival and departure points would make the benefits of SEPTA Regional Rail more apparent to commuters.

Improved public transit service between Philadelphia and Wilmington could yield economic and social benefits to residents of both cities and their neighboring areas, including regions which suffer from high rates of unemployment and crime. More train routes between Philadelphia and Wilmington would give residents who cannot afford their own vehicles access to additional job opportunities, and would incentivize current automobile commuters to use public transit instead of driving (leading to reduced traffic congestion and a corresponding decrease in air pollution from vehicle emissions). Recent articles in the New York Times and the News Journal have discussed the importance of attracting millenials to Wilmington in connection with efforts to revitalize the city's downtown area, and have referenced the significance of public transit with respect to these efforts (Mark Makela, "Wilmington Seeks a Youthful Energy Downtown," New York Times, February 3, 2015; Jeff Mordock, "Millenials, Luxury Apartments Key to Wilmington Revival," The News Journal, February 9, 2015). Accordingly, it is critical that the SEPTA Wilmington/Newark line receive sufficient attention and resources in connection with the NEC Future project. (Ideally, as part of this project, Amtrak service between Philadelphia and Wilmington—currently too expensive to serve as a viable option for most commuters looking to travel from one city to the other on a regular basis—would be made more affordable as well.)

Thank you again for your efforts to improve public transit along the Northeast Corridor.

Sincerely,

David Weinstein  
(Philadelphia, PA)



**NEC DEIS Comments - RECORD #2015 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Mark

**Last Name :**

Weinstein

**Stakeholder Comments/Issues :**

I have 20 years of experience in eminent domain law, and I am in opposition to Alternative 1. It would have significant negative effects on Old Lyme, CT including its sensitive ecology as well as the Lyme Academy of Fine Art. An alternative route that causes less environmental and social impacts should be selected.

**NEC DEIS Comments - RECORD #1361 DETAIL**

**Status :** On read

**Record Date :** 2/14/2016

**First Name :** Jerry

**Last Name :** Weiss

**Stakeholder Comments/Issues :**

The plan to run a rail line straight through the middle of the Old Lyme historic district beggars belief. On the face of it, if one weren't familiar with the area, it would seem absurd--a blueprint for the displacement and destruction of one of this country's venerable art communities and its zealously maintained legacy is incredible.

But this is not just an abstraction to me. I do know the area quite well, and proximity and familiarity add to the sense of outrage. I've been fortunate to paint in the impacted area many times in the last two decades. I appreciate its historical importance as the center of the country's most prominent art colony, and as a place where artists and non-artists continue to enjoy the quietude and beauty of a remarkable district.

There needs to be a thoughtful alternative to this proposed--and reckless--disruption of flora, fauna, lives and legacies.

Thank you,

Jerry Weiss

Are there any other people in the audience who would like to make any public statement?

MR. WEISS: I'll make a fast one. I'll identify myself.

MS. SIEGEL: That's fine.

MR. WEISS: This will take less than a minute.

MS. SIEGEL: That's okay. Just because we don't have -- just make sure you identify yourself.

You don't have to speak fast.

MR. WEISS: Bob Weiss. I'm the travel editor of CBSBoston.com and WBZ News Radio.

Two points I would like to make here, covering transportation for quite a while and travel. Number one: South Station is already a rail and bus hub. Any testing that you would do, I would suggest, or ideas that are presented here, work there.

The second thing I would say is, don't overlook bus travel when you're considering rail alternatives. The complaint I hear most about the Acela and Amtrak is poor Wi-Fi by business people. That should be looked at, because I think it would be a great source of business for you. It also certainly worked for the bus companies with the tremendous student population we have up here. Any work that you do or experiment against that audience will go over, I think, very well.

MS. SIEGEL: Thank you very much.

Okay. Is there anybody else who would like to make a statement?

**NEC DEIS Comments - RECORD #1474 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Sharon

**Last Name :**

Weiss

**Stakeholder Comments/Issues :**

Really? One of the most beautiful New England towns should be preserved for future generations to enjoy!!!  
Please do not ruin it!

**Comments on Draft 1 EIS for NEC Future, January 19, 2016**  
**Submitted by Neile Weissman, nelleweissman@**

Good afternoon my name is Neile Weissman, I'm a Past President of New York Cycle Club and I'm here to argue for expansion of bicycle access as component of any of the Tiered Alternatives.

In 2012, NYCC headed up a bi-state coalition that succeeded in getting New Jersey Transit to reverse a ban on cyclists boarding at low platform stations. Then again to permit conductors to open "deadhead" cars for cyclists. NJT now commits capacity to move 7200 cyclists per weekend.

In 2013, with support from Suffolk County, we worked with Long Island Railroad to narrow holiday restrictions, eliminate weekend blackout periods and carry as many as 20 bikes per train.

Metro North has long supported group bike travel, but after derailments at Spuyten Duyvil and Valhalla, they were poised to restrict group access. So we solicited letters of support from Ulster, Dutchess, Putnam and Westchester who urgently cited the economic impact.

Then, we conducted a walkthrough with Operations, Equipment and Safety, bike in hand, to determine a safe capacity for each class of rolling stock. Metro North now handles groups as large as 40 per train. I welcome the opportunity to perform the same exercise with Amtrak.

In 2015, NYCC has booked passage for over 7000 cyclists on the three regional rails.

In addition to weekends, all three lines allow weekday travel, including cross-peak. And for the most part, the rolling stock has not been modified to accommodate bicycles.

To summarize a second statement by Carol Waaser, a former NYCC President who's retired and does multi-day bikes trips throughout the year. Ms. Wasser asserts that expanding roll-on-roll-off access is fully consistent with the five goals developed during the EIS scoping process:

- meet growing demand
- strengthen intermodal passenger connections
- address near and long-term mobility solutions
- promote environmental sustainability
- enhance the economic viability of the region

Also, with to comply relevant provisions of the FAST Act.

Finally, I ask that you include AASHTO-compliant bicycle-pedestrian facilities on any expansion or renovation. Particularly bridges, but also rights of way near active rail lines. For the daily enjoyment of area residents, to reduce the number of car trips and to enhance resilience, like the East River Bridges after of Superstorm Sandy. The local example would be the Spuyten Duyvil Bridge linking the Hudson Greenway in Manhattan to the proposed Hudson River Valley Greenway in the Bronx. Thank you.

So, without further ado, I will call the first speaker, Neile Weissman.

MR. WEISSMAN: My name is Neile Weissman. I was a past president of New York Cycle Club. And I am here to argue for the expansion of bicycle access as a component of any of the tiered alternatives.

For context, in -- with our existing situation with regional rails, in 2012 New York Cycle Club headed up a bi-state coalition that prevailed upon New Jersey Transit to reverse a ban on cyclists boarding at low platform stations, and then again to permit conductors to open deadhead cars for cyclists. New Jersey Transit now commits to capacity to move 7,200 cyclists each weekend.

In 2013, with support from Suffolk County, we worked with the Long Island Railroad to narrow holiday restrictions, eliminate weekend blackout periods, and net carry as many as twenty bikes per train. Metro-North has long supported group bike travel, but after derailments in Spuyten Duyvil and Valhalla, they were poised to restrict group access. So we solicited letters of support from Ulster, Dutchess, Putnam and Westchester, who urgently cited the economic impact. It's like no, no, you don't understand, we want cyclists coming up here. Then we conducted a walk-through with Metro-North operations equipment for safety with a bike in hand to determine the safe capacity for each class of rolling stock.

Metro-North now handles groups as large as 40 per train. And I welcome the opportunity to perform the same exercise with Amtrak. None of these trains have been specifically modified to handle cyclists, but we do -- but they do it, we do it.

In 2015, New York Cycle Club booked passage for over 7,000 cyclists on the three regional rails. All of them offer weekday travel, including cross peak. And for the most part, like I said, they have not been modified.

To summarize a second statement by another former -- by a former New York Cycle Club president who could not be here tonight, Carol Wasser, expanding roll on/roll off access is fully consistent with the five goals developed during the IES scoping process, meet growing demand, strengthen intermodal passenger connections, address near and long term mobility solutions, promote environmental sustainability, enhance the economic viability of the region. And also to comply with relevant provisions of the Fast Act.

Finally, I ask that you include -- Amtrak include AASHTO compliant bike/pedestrian facilities on any expansion or renovation, particularly bridges, but also rights-of-way near active rail lines, for the daily enjoyment of residents to reduce the number of car trips, and to enhance resilience, like the East River bridges after Superstorm Sandy, which had increased capacity three-fold when transit was knocked out.

The local example would be the Spuyten Duyvil Bridge, linking the Hudson Greenway and Manhattan to the proposed Hudson River Valley Greenway in the Bronx.

Thank you. And, by the way, this -- you -- this whole thing is so cool, I just -- it's not in my remarks, but this is so cool. Thank you.

THE MODERATOR: Thank you very much, Neile.



Good afternoon. I am submitting this statement on behalf of Bike New York, my employer, and the New York Bicycling Coalition, for which I serve as a board member. Bike New York runs the nation's largest urban bike education program, and is funded by one of the largest bicycling events in the world: the Five Boro Bicycle Tour. Bike New York is a 501(c)(3) nonprofit and New York City's leading proponent of cycling as a practical, sustainable, and healthy means of transportation and recreation. The New York Bicycling Coalition serves the State of New York and its residents by providing a clear and consistent voice for the interests of people who ride bikes and by promoting the safe use of the bicycle as an important mode of transportation, sport, recreation, health, environmental protection, energy conservation, tourism and economic development.

Bike New York and New York Bicycling Coalition (NYBC) call for expanded multi-modal access for bicyclists to the train lines that operate along the northeast corridor. Expanded access includes more secure bike parking at stations, Roll On / Roll Off service on Amtrak's Northeast corridor route, as well as reduction of barriers to bringing bikes on commuter trains.

-Bicycling is growing in popularity with a younger population that's buying fewer cars. The four cities with the lowest rate of adult car ownership are all on the Northeast Corridor route: New York, Boston, Washington, DC and Philadelphia.

-There are numerous popular cycling and bike touring routes along the Northeast Corridor including the Delaware and Raritan Canal, Delaware Valley, and Hudson River Valley, among others.

-Bicyclists spend money and promoting bike tourism helps local economies. On recent multi-day bike tours in the Delaware Valley and along the Erie Canal, on days where we did not camp, my girlfriend and I spent an estimated \$150 - \$200 per day on meals, lodging, and of course, beer. On camping days we spent an estimated \$40 - \$60 on lunch and campsites.

-More people are including bicycles in their commute to work. While it may be too much to ask to accommodate most bikes on rush-hour trains (folding bikes should be accommodated, and many lines do accommodate folding bikes), stations should have more and better bike parking, which is far cheaper and more efficient than car parking.

-Cyclists in the Northeast—one of the most populous areas of the US—should have the same Roll On/Roll Off access that Amtrak provides in California, Oregon, Washington, North Carolina, Missouri, Illinois, and Michigan.

Environmental impact of bicycle commuting and travel interaction with rail passenger service in the NEC.

Transportation systems form an integrated network in which each element influences the other elements and the performance and environmental impact of the entire system. Passenger rail service interacts with other transportation modes so the environmental impact of the NEC has to consider how it influences those modes. A passenger rail network that accommodates bicycles will reduce the environmental impact of the transportation system. A number of elements constitute bicycle accommodation on passenger rail networks.

How bicycle service on NEC passenger rail lines impacts the overall transportation network

"Last mile" connectivity on both ends of commuting trips allow bicyclists to reach a passenger rail station from home or work, eliminating use of other modes (typically automobiles). This reduces automobile traffic and parking requirements. Parking can have significant negative impacts on land use and storm water runoff. Bicycles require roughly 1/15 as much parking space as private automobiles. Bicycles can also be used from home or work to reach car pool lots, subway, light rail, bus, etc. services which then connect to passenger rail stations with concomitant reductions in traffic and parking.

Amtrak is a feeder system in both directions for bicycle travelers (not daily commuters). Bicycle travelers arriving from other regions by any travel mode can use passenger rail with bicycle accommodation to reach destinations within the NEC. Bicycle travelers who start their trip by any travel mode within the NEC can use passenger rail with bicycle accommodation to reach destinations outside the NEC. These tourism activities reduce environmental impact both within and outside the NEC by shifting to lower pollution and energy intense transportation modes.

Steps needed to improve bicycle service on NEC passenger rail lines

Secure bike storage at departure and arrival points allows bicycle commuters and long distance travelers to incorporate passenger rail in their journeys. Commuters can store their bicycle after a "first mile" trip to a departure passenger rail station, store their bicycle at a destination passenger rail station to accomplish their "last mile" trip, or do both. This means passengers need the ability for long term storage. Long distance travelers can use secure storage to leave their bicycle behind and then use passenger rail to reach destinations where bicycle friendly facilities might not exist or where the traveler perceives the distances to be too great to fit their travel plans.

Bike share at departure and arrival points would serve the same purpose for bicycle commuters as secure storage - "first mile" and "last mile" commutes could be shifted to bicycles. Bike share would eliminate the need for commuters to purchase a bicycle and/or allow them to use a bicycle to initiate or complete a commute in an area where they don't normally work. Bike share facilities would allow travelers within the NEC to accomplish the same thing when visiting destinations distant from passenger rail stations.

RO/RO (roll-on/roll-off) service will require platform access for bicyclists. This means that platform heights need to accommodate ease of putting the unboxed bicycle on and off the train as well as ease of passage through the station to platform. This could be accomplished with the construction of loading ramps, loading steps, raised platforms, or another design. In addition, clear access to bicycle-capable elevators when necessary, "bicycle troughs" on stairwells, ramps, and signs make it possible for a bicyclist to easily get through the station to the platform.



RO/RO (roll-on/roll-off) service will require baggage cars or coach cars fitted with bike racks either allowing cyclists to load their own bikes or for staff to load bikes. Limiting RO/RO service to stations with baggage service would be a significant reduction in service compared to allowing self-loading at all stations by cyclists. Separate bicycle loading ramps may be required for stations with short platforms. Alternatively, "double-spot" procedures will be required to allow bicycle loading without delaying train departures.

Adequate bicycle carriage capacity is required to exceed a "minimum capacity threshold." On four car trains with a single bike rack per car, bicyclists will be discouraged from traveling in even small groups. If such low-capacity trains are regularly sold out they will develop a reputation that will discourage cyclists from considering the line for their travel. Accommodation at stations will not be sufficient if there is poor access for bicycles. Bike paths, bike lanes, or other facilities are needed to insure that cyclists can reach stations for "last mile" and "first mile" use.

Special capacity should be added to the NEC to allow excursion service capacity for group bicycle travel. There are times of the year, events, and holidays that will be targets for larger numbers of cyclists to use passenger rail service. The addition of baggage cars with high bicycle capacity on a charter or event basis will meet this demand and demonstrate to those cyclists that passenger rail is a viable travel alternative in the NEC. This will stimulate mode share shift.

Other factors related to non-motorized transportation and the NEC rail service

Bridges are often barriers to full development of bicycle route networks when the bridges don't accommodate bicycles. When rail bridges in the NEC require replacement or refurbishment they should accommodate bicycle and pedestrian access.

Based on national accident and injury statistics there is a need to improve grade crossing safety and accommodation for bicycles and pedestrians.

"Rail with trail" development makes optimum use of right-of-way within the NEC and will greatly contribute to improved bicycle route networks.

**NEC DEIS Comments - RECORD #261 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 1/25/2016  
**First Name :** Neile  
**Last Name :** Weissman  
**Stakeholder Comments/Issues :**

Dear NEC Future,

Below are remarks to the NEC Future <<http://necfuture.com/>> panel in Newark, January 19, 2016,

Thank you.

Neile Weissman

[REDACTED]

[REDACTED]

[REDACTED]

neileweissman@[REDACTED]

---

Good afternoon, my name is Neile Weissman, I'm a past President of New York Cycle Club. I'm here to argue for expansion of bicycle access as component of any of Amtrak's NEC Future Tiered Alternatives.

Here's the current "state of play" for NYC-area cyclists' use of the regional rails.

In 2012, NYCC headed up a bi-state coalition that succeeded in getting NJ Transit to reverse a ban on cyclists boarding at low platform stations. Then again to permit conductors to open "deadhead" cars for cyclists. NJT now commits capacity to move 7200 cyclists per weekend.

With support from Suffolk County, NYCC worked with Long Island Railroad to narrow holiday restrictions, eliminate weekend blackout periods and carry as many as 20 bikes per train.

Metro North has long supported group bike travel, but after derailments at Spuyten Duyvil and Valhalla, they were poised to restrict group access. we solicited support from Ulster, Dutchess, Putnam and Westchester who all contacted the MTA to cite the economic impact.

So we solicited support from Ulster, Dutchess, Putnam and Westchester who all contacted the MTA to cite the economic impact. Then, we conducted a walkthrough with Metro North Operations, bike in hand, to determine a safe capacity for each class of rolling stock. I welcome the opportunity to perform the same exercise with Amtrak.

In 2015, NYCC booked passage for over 7000 cyclists on the three regional rails.

All three rail lines allow weekday travel, including cross-peak. For the most part, their cars have not been

modified to accommodate bicycles.

To summarize a second statement by Carol Waaser, another former NYCC President who could not be here this evening, expanding roll-on-roll-off access is fully consistent with the five goals developed during the EIS scoping process:

- meet growing demand
- strengthen intermodal passenger connections
- address near and long-term mobility solutions
- promote environmental sustainability
- enhance the economic viability of the region

Also, to comply with provisions of the FAST Act

<[https://en.wikipedia.org/wiki/Fixing\\_America%E2%80%99s\\_Surface\\_Transportation\\_Act](https://en.wikipedia.org/wiki/Fixing_America%E2%80%99s_Surface_Transportation_Act)> that require Amtrak to report on implementing roll-on roll off bike service.

Finally, I ask that you include AASHTO-compliant bicycle-pedestrian facilities on any expansion or renovation. Particularly bridges, but also rights of way near active rail lines. For the daily enjoyment of area residents, to reduce the number of car trips and to enhance resilience, like the East River Bridges after of Superstorm Sandy. The local example would be the Spuyten Duyvil Bridge linking the Hudson Greenway in Manhattan to the proposed Hudson River Valley Greenway <[http://www.greenwaylink.org/wp-content/pdfs/HRVGL\\_PREFERRED\\_Route\\_Final\\_Draft.pdf](http://www.greenwaylink.org/wp-content/pdfs/HRVGL_PREFERRED_Route_Final_Draft.pdf)> in the Bronx.

PS. While not part of my prepared remarks, NEC Future is really cool. Thank you!

**NEC DEIS Comments - RECORD #684 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/10/2016

**First Name :** Maureen M.

**Last Name :** Weller

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Maureen M Weller



Crofton, MD 21114

**NEC DEIS Comments - RECORD #477 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/1/2016

**First Name :** Deborah

**Last Name :** Welles

**Stakeholder Comments/Issues :**

I would like to know specifically how this plan affects Old Lyme, CT. It seems to me from what little I have been able to learn the proposed new route will cut through the heart of the historic district. Where is this information available?

**NEC DEIS Comments - RECORD #2715 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Betty

**Last Name :**

Wells

**Stakeholder Comments/Issues :**

To do Alternative 1 would destroy the historic town of Old Lyme CT. It would demolish the Lyme Academy of Fine Art, run within 100 feet to Lyme High School and Middle School, run perilously close to the Florence Griswold Museum (the home of American Impressionism) and do grave damage to the CT River and the Lieutenant River. It is also a short-sighted plan, as Alternatives 2 and 3 would bring changes needed for future rail growth.

**NEC DEIS Comments - RECORD #948 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/11/2016

**First Name :**

Lark

**Last Name :**

Wells

**Stakeholder Comments/Issues :**

Hello,

I am writing you to express concern about a proposed railway line planned to go through Patuxent Research Refuge. The proposed disturbance would significantly reduce the ecosystem value this refuge provides to us and the wildlife the area sustains. Not only the construction, but the long-term noise and pollution impact will be unsustainable.

This refuge was designated for wildlife research back in the early 1900s by President Roosevelt. To continue this research properly, the refuge must remain undisturbed.

I understand it's easier to plan to go through an area currently without human population, but just as we need sensible public transportation, we also need a healthy environment to survive, and exploring already-disturbed areas should be a priority for this project.

Thanks,

Lark Wells

---

[REDACTED]



MR. WELLS: My name is Maurice Wells.  
I've always been interested in buses and  
trains since my younger years.

I'm a retired — I used to work for the  
New York City Transit, MTA, New York City Transit.  
I'm a retired train conductor. And even though I  
retired from transit, I'm still interested in the  
transit industry.

I was glad to see this public — notice  
for this public hearing; I'm glad to attend. Okay.

The Northeast Corridor, rail corridor,  
is the most busiest rail corridor in North America,  
and probably one of the busiest rail corridors in the  
world.

If the train service is going to be  
expanded on the Northeast Corridor, construction  
projects and infrastructure projects must be done.

The replacement of bridge — moveable  
bridges in Connecticut and the Portal Bridge in New  
Jersey, and the rehabilitation of major stations, like  
Boston, South Station, and New York Penn Station, and  
30th Street Station in Philadelphia.

And, also, the Baltimore Tunnel must be  
rehabilitated so to increase train speed service and  
increase so more trains will be able to run through it.

The Northeast Corridor with the mixture  
of Amtrak and commuter rail train service, like I  
previously said, is the busiest rail corridor in North  
America.

In order for more train service to be —  
to run in the future, these improvements must be done.  
I would love to see high-speed rail — more high-speed  
rail train service or more Acela trains. This country  
needs more high-speed train service. We are so far  
behind Europe, Japan and China.

I hope that we'll be able to get the  
funding money for all the projects or most of the  
projects on the Northeast Corridor. I look forward,  
hopefully, to the future and maybe more improved train  
service in the Northeast Corridor.

That's it.

Maurice Wells [REDACTED]  
Allentown, Pennsylvania 18109.

**NEC DEIS Comments - RECORD #2696 DETAIL**

**Status :**

**Record Date :** 2/16/2016

**First Name :** Priscila

**Last Name :** Wells

**Stakeholder Comments/Issues :**

I am of the impression that this study has not thoroughly explored the damage that all of these ideas create. Has anyone looked at the Historic district in Old Lyme. Milford??? Really???? Do you realize the clam and oyster industry this would affect? I am totally opposed to all of these ideas. I would prefer the building of a mono-rail over I-95 that already exists.

**NEC DEIS Comments - RECORD #1366 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

M

**Last Name :**

Wenck

**Stakeholder Comments/Issues :**

i believe that Alternative 3 will provide the most beneficial services to the most people and bring the RR to vitally important central areas. The cost of being shortsighted will take us back to where we/you were 20 years ago. If this vision had been acted on then, we would be halfway there now.

**NEC DEIS Comments - RECORD #1363 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

William

**Last Name :**

Wenck

**Stakeholder Comments/Issues :**

I prefer Alternative 3 with Benefits. This route should have been built 20 years ago. Let's do this right!

**NEC DEIS Comments - RECORD #2446 DETAIL**

**Status :** ██████████  
**Record Date :** 2/16/2016  
**First Name :** David  
**Last Name :** Wenzel  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven." In addition you are ruining a historic landmark .

**NEC DEIS Comments - RECORD #3089 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/29/2016

**First Name :** Mark

**Last Name :** Wenzel

**Stakeholder Comments/Issues :**

Just sent the email below. How are the comments closed already. This hasn't been publicized at all??  
Disgraceful.

Mark Wenzel

Sent from iPhone.

Begin forwarded message:

> From: Mark Wenzel <mark.wenzel@gmail.com>

> Date: February 25, 2016 at 9:40:45 AM EST

> To: "comment@necfuture.com" <comment@necfuture.com>

> Subject: Alt 3 Transform

>

> I grew up in Garden City, LI a beautiful town with a rich history as it is largely considered the first planned community in the United States. It was conceptualized by AT Stewart, an American business magnet of the his time that played a large role in transforming this country & is unrecognized in the books of history. Garden City is the one remaining tribute to AT Stewart and his concept has proven the test of time thanks to the people who work to maintain its character.

>

> I don't support any of these proposed unnecessary plans but the Alt 3 option will ruin so many things for no justified reason & ruin Garden City.

>

> Fix what is existing & can't be maintained before building extravagant projects that are objected by all directly impacted & supported by distant political influence.

>

> Sincerely,

>

> Mark Wenzel

>

> Sent from iPhone.

**NEC DEIS Comments - RECORD #3090 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/29/2016

**First Name :**

Mark

**Last Name :**

Wenzel

**Stakeholder Comments/Issues :**

I grew up in Garden City, LI a beautiful town with a rich history as it is largely considered the first planned community in the United States. It was conceptualized by AT Stewart, an American business magnet of the his time that played a large role in transforming this country & is unrecognized in the books of history. Garden City is the one remaining tribute to AT Stewart and his concept has proven the test of time thanks to the people who work to maintain its character.

I don't support any of these proposed unnecessary plans but the Alt 3 option will ruin so many things for no justified reason & ruin Garden City.

Fix what is existing & can't be maintained before building extravagant projects that are objected by all directly impacted & supported by distant political influence.

Sincerely,

Mark Wenzel

Sent from iPhone.

December 3, 2015

Rebecca Reyes-Alicea  
USDOT Federal Railroad Administration  
1 Bowling Green, Suite 429  
New York, NY 10004

Dear Ms. Reyes-Alicea:

I read the summary of the NEC report and, especially, the parts that relate to freight movement. I was also involved for a time in helping to promote the Cross Harbor Rail Freight Tunnel project.

Unfortunately, your proposals do not address freight movement in the truck-dominated Northeast Corridor. The Northeast Corridor's potential for rail freight movement is underexploited. According to your report rail only accounts for 5.2% of freight movement in the NEC. In the New York CSA it is even lower at 2.3%. Nationally rail movement accounts for about 40% of freight movement. Clearly there is potential for improvement in the NEC.

Creative solutions can be found to increase freight movement. For example, the creation of more 'roll on roll off' truck movement and loading facilities along the NEC could be tried. In Switzerland, drivers accompany the trucks in passenger coaches for cross border movement to and from Italy, Germany, and Austria. Perhaps funding can be found for such creative ideas here.

However, the biggest barrier to freight movement in the NEC is the disconnect in NY Harbor. The idea of a cross harbor rail freight tunnel was first proposed in 1921. It was one of the reasons for the creation of the Port Authority in 1921. However, nothing has been accomplished beyond periodic feasibility studies. Just recently the Port Authority commissioned more studies on the subject. Perhaps they ought to go the library and read the previous studies. They have created a full employment economy for the consulting industry with new studies about every 10 years on freight movement in the NY-NJ region.

I think that you should make mention of the Cross Harbor Rail Freight Tunnel as part of your proposals.

Yours truly,



Stuart Werner

[REDACTED]  
White Plains, NY 10603-3765  
[REDACTED]



**NEC DEIS Comments - RECORD #1513 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Sheila

**Last Name :**

Wertheimer

**Stakeholder Comments/Issues :**

To those who are involved with the planning of the new train tracks through Old Lyme, you need to come visit this beautiful, historic town to see what you plan to tragically demolish.

**NEC DEIS Comments - RECORD #2268 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Hosin

**Last Name :**

West

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #356 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 1/28/2016  
**First Name :** Charlie  
**Last Name :** Weymouth  
**Stakeholder Comments/Issues :**

[REDACTED]  
[REDACTED] WILMINGTON, DE. 19806  
[REDACTED] (302) 658-3760  
[REDACTED] (302) 658-3760  
E-Mail: CWEYMOUTH@ [REDACTED].COM  
[REDACTED] Website: WEYMOUTHARCHITECTS@ [REDACTED].COM

28 January, 2016

U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429, New York, N.Y. 10004

Subject: Expanded rail service (North East Corridor)- Comments hereto  
North Claymont, De./former steel manufactory (420 acres) as a Regional Intermodal Transportation  
Center Center  
Ladies and Gentlemen:  
Pertinant issues at hand:

Navigating the I-95 corridor becomes an increasing nightmare. For the alternate Air Terminal security checks surrender substantial time. Common sense dictates drastically increased, high speed, efficient passenger rail service. Acela car balancing arrangement to sustain present routing, saves a max. 20 minutes De. to Manhattan, to be greeted by a twenty minute further wait over, prior to proceeding North Eastward. Both conditions are un acceptable.  
A prerequisite solution must be found to expeditiously access current/proposed stations. Americans wish to retain maximum individual discretion for individual mobility. Robotic, to be bundled, mini vehicles are now only in discussion in L.A.

---

An earlier, City of Wilmington Master Plan, authored by our firm designated an East Wilmington by pass over an existent rail right of way and with a relocated, new commuter station located at the present N. Wilmington marshalling/servicing AMTRAK yards.

We, (under sub contract to Railroad Management Assoc's- 1996), in a study to determine the best location for a Claymont commuter station, performed a detailed demographic/user intensity analysis, proving a preponderance of passenger user from N. Brandywine Hundred/also Chester County, Pa., designed to schematic perspective, a pedestrian overpass/new commuter station, and, (due to ease of access) at that optimum location-- the Claymont, Citi-Steel (420 acres) site.

Recognizing the strategic advantage of immediate adjacency to rail, water, multi interstate vehicular traffic routes, for the then current land owners, Citi-Steel (1996-2001) proposed along the AMTRAK alignment a multi purpose, Regional, Inter modal, Transportation Center, to include a combined commuter station w/ the North East corridor traffic, commercial retail, and adjacent, limited draft/expanded harbor. Additionally, the North West portions of the property to be divided into Corporate commercial and a Regional shopping Center w/ overpass tie in to an existent major shopping center. Discovered at that time was an under utilized rail access from the intended site to within eight blocks of the Phila. International Airport. A Department of Transportation team informally met with this person at the AMTRAK/ Claymont manufactory site, and voiced that our proposal was a credible pursuit for that announced purpose. At the instruction of our client, with intentions of diminishing steel production and possible vacating the site, the harbor, integrated to a regional intermodal center to be retained, the two other portions were designated for the earlier intended purposes. We were taken under contract by one Regional Commercial Developer and this Principal invited the interest of a substantial trans shipment developer for the inland South Western element (12 acres) of the site. Citi Steel sold out.

Our most recent engagement (November 2014-Feb.2015), at the direction of the new owner, expanded the harbor for super cargo, avoided the intermodal center, focussing on a vehicular overpass/commuter station and the earlier commercial/corporate/retail entities. We are NOT under current engagement with any owner.

ALL TO SAY, NOTING THIS FIRM'S EARLIER STUDIED SITES, ADDITIONALLY, AND WITH ITS POSSIBILITY OF INTERMODAL PASSENGER TRAFFIC , AT THE LESSOR OF INFRA STRUCTURE COST, A REGIONAL INTERMODAL CENTER MUST BE CONSIDERED.

With Appreciation-- Charlie Weymouth, AIA

cc Federal Highway Administration

**NEC DEIS Comments - RECORD #209 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 1/21/2016  
**First Name :** Charlie  
**Last Name :** Weymouth  
**Stakeholder Comments/Issues :**

[REDACTED]  
[REDACTED], WILMINGTON, DE. 19806  
[REDACTED]  
[REDACTED]  
E-Mail: CWEYMOUTH @ [REDACTED]  
[REDACTED]

Subject: Urgency to identify Delaware alternative new rail stations  
Ladies and Gentlemen:

With apologies, I failed to be informed and, thus, attend WILMAPCO's Weds., 20 January, 2016 presentation regarding your proposed new rail stations within Delaware.

By way of background, our firm produced, as an integral part of the Wilmington Master Plan-1996, a new commuter station, using existing multi tracks at the present AMTRAK service/marshalling yards (commuters bypassing constricted access to the present Wilmington Station), and, concurrently, during that period of time, proposing a Regional Inter modal Transportation Center at the North Claymont 420 acre Citi-Steel site, [such concept informally reviewed with favor by an on site Dept. of Transportation team ], that location most notably at the convergence of interstate road, rail, harbor and with the Phila. International Airport minutes Northward accessible via the near abandoned rail right of way. Under sub contract to others serving Del Dot, we assembled all existent statistical data/demographic make-up regarding existent traffic going into/out of the existent Claymont commuter station. As others recognized, this clearly indicated a preponderance of passenger traffic emanated from the Chester County, North Brandywine Hundred, and with substantial potential commuter growth, this firm thus designing in schematic a new, and an enjoined commuter/regional AMTRAK station, to be located North on the then Citi-Steel site. Citi-Steel, with only nominal use of massive storage warehouses adjacent to the rail right of way, were hesitant only in relinquishing such land, that with diminishing steel manufacturing market, they might abandon the entire 420 acre site. For Citi-Steel, we further, in the overall Master Plan for the 420 acre entirety, divided those elements North of the current Rt. 13 Industrial Highway into a Corporate/Headquarters commons, and expanded retail. Retained was the entirety of property designated for the Regional Inter modal Transportation Center and with enhanced, adjacent heavy tonnage cruise and cargo Port facilities. This all to say the following, and with Urgency:

Please immediately review, and as a priority, the preferred previous steel manufactory site to be the preferred and implemental Regional Inter modal Transportation Center Site. Currently, from the multi-fold of reviewing agencies, those oft within, not of the same conclusion in regard to site location, an overall authoritative body must intercede.

We do not have, nor do we anticipate, any contractual interest in the above site/uses.

With Appreciation-- Charlie Weymouth, AIA

To:

The Honorable Thomas Carper Mr. Robert  
U.S Senator, Delaware  
301 N. Walnut St.,  
Wilm., De. 19801

The Honorable Chris Coons  
U.S Senator, Delaware  
1105 N. Market St.,  
Wilmington, De. 19801

The Honorable John Carney  
U.S. House of Representatives  
#200  
233 N. King St.  
Wilm., De. 19801

The Honorable Jack Markell  
Governor, State of Delaware  
150 Martin Luther King, Jr. Blvd.-South

The Honorable Harris B. McDowell, Jr.  
11<sup>th</sup> Fl.  
820 N. French St.  
Wilm., De. 19801

The Honorable Thomas Gordon  
New Castle County Executive  
87 Reads Way,  
New Castle, De. 19720

The Honorable Robert Weiner  
N.C.C. Councilman/Dist. 2  
City/County Bldg./8<sup>th</sup> Fl.  
801 French St., Wilm. De. 19801

Office of State Planning Coordination  
122 Martin Luther King,jr. Blvd.  
Dover, De. 19901

Ms. Bernice Whalley  
De. Office of Ec. Dev.  
99 Kings Highway,  
Dover, De., 19904

Mr. Robert Valihura  
Pres., CCBOH  
C/O Mrs. Frances West  
911 Darley Road,  
Wilm., De. 19810

Ms. Mary Ridgeway, P.E.  
Division Administrator  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904

→ AMTRAK  
High Speed Rail  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429, New York, N.Y. 10004

Ms. Heather Dunigan  
WILMAPCO  
850 Library Avenue  
Suite 100  
Newark, De. 19711

Mr. Chuck Stirk, Pres.  
Civic League for New Castle County  
Brookland Terrace,  
Wilm., De. 19808

06 February, 2016

*Ladies & Gentlemen: You should be on top of this effort, noting the other local (the) efforts. It is time to make the Big Shift!*

Subject: Land Use to now require a Pre-requisite economic generator  
WILMAPCO sponsored Planners' Presentation-Archmere Academy-N. Claymont Master Plan -

03 Feb. 2016

Request of your timely review and action

**The North Claymont Site should Demand**  
**The Regional Inter Modal Transportation Center.**

Ladies and Gentlemen:

The improvement of our interstate transportation system is a major vehicle to our domestic and International future economic viability.

Though a much appreciated, WILMAPCO sponsored, Master Plan presentation by Professional Planners for the N. Claymont, De, when discussed at the various break out tables, brought forth were major concerns:

- The Presenters, asking for alternate concepts with reactions to that presented, respondents observed that the Master Plan was but a repeat of the earlier year presentation by those new land owners, their plan, in turn, substantially an off shoot from that developed by others from 1992 forward through 2005--- the current presentation by WILMAPCO being absent a vital ingredient, (one

included in the original Master Plans of 1996 thru 2014): **a long term economic generator**. The earlier Plan of 1996, such informally well received by the U.S. Dept. of Transportation, indicated a major, **Regional Inter Modal Transportation Center**. In post review of the WILMAPCO presentation, there is now further concern, that being one of replacing required parking, ancillary offices/ housing, including a commuter station, and access for any combined Center, is substituted by extensive ware housing, and limited waterfront usage. This substitute usage accommodates an earlier developer's announced intentions for ware housing on that site, but slights that of looking forward to an attractive waterfront and an integral commuter station. With borrowed, multi photos of other sites, WILMAPCO has presented only window dressing to that earlier proposed Master Plan. A forward vision of the site, is now further challenged by the Owner's current Planner inference that any development will require the roads, etc. be substantially financed by public monies, others noting that WILMAPCO is usually the stepping stone toward Federal outlay--substantial infrastructure of overpasses, etc. To the contrary, an earlier major developer of regional shopping centers offered to purchase the 36 acre designated North West portion, absent of any public financial support. Delaware, with "no sales tax", provides the major retail Developer necessary inducement to provide his own infra structure, challenging the necessity of more shopping centers. Noting the across street, failing, Tri-State Mall, the local population of limited purchasing power, nearby crime, and the un acceptable I-95 interchange, there must be a more demanding economic generator than one more Shopping Center/ office complex to justify the massive infrastructure costs. **A Regional Inter Modal Transportation Center provides that justification**. With the Federal Railroad Administration now considering high speed rail, to include an East bi pass of the Wilmington Station, (the State embarrassed at two major, multi million dollar, renovations/additions to that Station, while continued inadequate vehicular access from I-95), what could be more logical than a major and new station complex at the N. Claymont site?

Requested immediate attention and leadership from you:

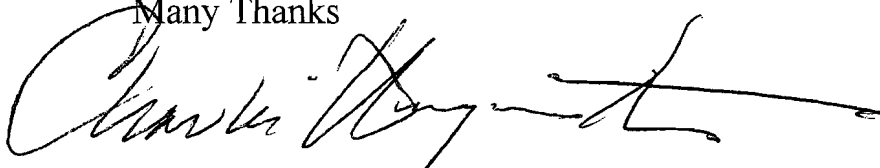
- Engage and require a most thorough environmental clean -up of the 420 acre, N. Claymont site.
- Require a long term, economic uplift for the region-such being the major, inter modal Transportation Center.
- Require, if housing for the elderly substantiated, higher quality rather quantity.
- Deny any Public financial commitment until the above is achieved.
- Noting the present income make up of the surround, and their limited purchasing power, yet, a current affluent commuter from the broader surround, who could be attracted if that traveler could easily board the high speed train up/down the Coast, access International Air travel, board a Cruise Ship (which the Port of Wilmington discourages ), even trans ship from waterborne cargo to rail ? As proven to our South, such Center, and to include the Port, will not only re invigorate Claymont but, as proven, re invigorate a Region. A carefully re tooled,



prioritized, and long term costing for that a New Master Plan is urgently required—A Vision beyond one that of immediate profit for this Developer.

Your response would be most appreciated.

Many Thanks



CHARLES M. WEYMOUTH, AIA

## Weymouth Architects and Planners

1827 LOVERING AVENUE, WILMINGTON, DE.19806

TE: (302) 658-8760

FX: (302) 658-8761

E-Mail: CWEYMOUTH @AOL.COM

Website: WEYMOUTH ARCHITECTS @aol.com

**NEC DEIS Comments - RECORD #1783 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

David

**Last Name :**

Whelan

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

- Concerned citizen and alumni of Lyme Academy College of Fine Art.

**NEC DEIS Comments - RECORD #2455 DETAIL**

**Status :** Pending  
**Record Date :** 2/16/2016  
**First Name :** Rosemary  
**Last Name :** Whelan  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it has significant negative environmental implications. It will also destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

MICHAEL WHELLAN: Yeah.

RUBY SIEGEL: Yeah. Make sure you state your name and affiliation so we have that for the record. Thanks.

MICHAEL WHELLAN: Hi. My name's Michael, spelled the normal way. Whellan,

55

W-H-E-L-L-A-N. I'm a senior at university in UDC, so I took the train up here tonight. And I grew up in Connecticut just along the Metro North portion of the Northeast corridor. So as you can imagine going to school in D.C. and living in Connecticut, I'm a very regular user of the existing Amtrak services.

But I actually -- my comment is more on the commuter side of things, which I saw. I originally thought that this was only about, you know, intercity Amtrak services, but I saw in the materials that you guys are also doing commuter rail. So the one thing I would say is just -- I know this is tough because each sort of commuter railroad is very protective of its turf, but if you can look into through-running, whether that's, you know, in the D.C. area with VRE and MARC. It would be great if you could take a MARC train from here in Baltimore all the way down to, you know, VRE service territory in -- in Virginia, but the place where I think this

56

is especially important and is probably also the most difficult would be New York, which is the metropolitan area that I come from. It would be fantastic if I could get on a train in my hometown of Fairfield, Connecticut and go through to, you know, the Northeast corridor in New Jersey. So yeah, just looking into how that might be possible.

RUBY SIEGEL: Super. Thank you very much.

**NEC DEIS Comments - RECORD #2185 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Timothy

**Last Name :**

Whipple

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #1086 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/12/2016

**First Name :**

Patricia

**Last Name :**

Whisker

**Stakeholder Comments/Issues :**

Do not run rails through historic districts, museums or established town centers. Find alternate routes -- try heading north east from Clinton and save the shore towns.

**NEC DEIS Comments - RECORD #2136 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Kathryn

**Last Name :**

White

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I join those who oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #2217 DETAIL**

**Status :** Pending

**Record Date :** 2/15/2016

**First Name :** Merle

**Last Name :** White

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."



**NEC DEIS Comments - RECORD #1301 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/14/2016

**First Name :**

Faith

**Last Name :**

Whitehead

**Stakeholder Comments/Issues :**

No! ....terrible idea -stick with what you have ....we don't need a faster train.....you will ruin the Shoreline.

**NEC DEIS Comments - RECORD #1291 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Faith

**Last Name :**

Whitehead

**Stakeholder Comments/Issues :**

This is the most ridiculous plan I have heard of in a long time. You will ruin the entire Town of Old Lyme, not to mention the value of surrounding Shoreline towns with this idea. We don't need a faster train, Amtrak. Just stick with what you have.

**NEC DEIS Comments - RECORD #3025 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Ryan

**Last Name :**

Whiting

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal. There has got to be an alternative to destroying Lyme Academy's campus.

**NEC DEIS Comments - RECORD #580 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/7/2016

**First Name :**

Joseph

**Last Name :**

Whitley

**Stakeholder Comments/Issues :**

The proposed plan would be disastrous for the town of Old Lyme. Cutting diagonally through the heart of this town would damage the very nature of this fine community. Additionally, the proposed widening of I-95 would be greatly hampered as well with the planned location of the new rail line. I am strongly opposed to the current plans for the Northeast Corridor Rail Investment Plan.

**NEC DEIS Comments - RECORD #3019 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Nicole

**Last Name :** Wholean

**Stakeholder Comments/Issues :**

Please do not run a high speed train through our beautiful, historic district in Old Lyme, Connecticut!

**NEC DEIS Comments - RECORD #1376 DETAIL**

**Status :** ██████████  
**Record Date :** 2/14/2016  
**First Name :** Kristen  
**Last Name :** widham

**Stakeholder Comments/Issues :**

Take this ridiculous idea for a huge offense to the estuary environment and the cultural value of Old Lyme OFF your agenda. The idea is conceived din a vacuum of reality! Rail lines can be expanded and raised in their current situations, which will not destroy other areas of our towns!

**NEC DEIS Comments - RECORD #2130 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Christopher

**Last Name :**

Widmann

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2850 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Sarah

**Last Name :**

Wierzbicki

**Stakeholder Comments/Issues :**

Please do not destroy our Sound or our towns with this nonsense . There are plenty of other modes of transportation- use Ferrys or build a subway under the current railroad tracks but do not destroy our lovely Sound!



MR. WIETING: My name is Scott Wieting, W-i-e-t-i-n-g. As a resident of Connecticut, thank you for your efforts for your cycling program Rails-With-Trails. Thanks to the various Northeast Greenway and other trail groups.

As a member of various cycling groups, we want to expand. Whenever I travel and see other cycling paths, I'm envious and it's a place you want to be. Also as a resident that lives on a rail trail, I did not get a chance to study the maps, but the new rail between Hartford and UConn looks like it will go through my backyard. So if that's ever redeveloped, please keep in mind the Rails-With-Trails plan in as many locations as possible in the state. Thank you.

**NEC DEIS Comments - RECORD #2987 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Scott

**Last Name :**

Wieting

**Stakeholder Comments/Issues :**

Please include rails with trails whenever feasible!

Please include roll-on bike service everywhere.

Please preserve landmarks and heritage features when planning your rail beds.

**NEC DEIS Comments - RECORD #2289 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Joelle

**Last Name :**

Wiggin

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #191 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/17/2016

**First Name :**

Adeline

**Last Name :**

Wilcox

**Stakeholder Comments/Issues :**

I do not support High Speed rail.

After skimming some of the documentation, I have no other objections to NEC FUTURE plans.

**NEC DEIS Comments - RECORD #1184 DETAIL**

**Status :** ██████████  
**Record Date :** 2/13/2016  
**First Name :** Jacqueline  
**Last Name :** Wilcox

**Stakeholder Comments/Issues :**

This FRA project proposal for the NEC is misguided in it's concept and execution through Lyme/Old Lyme, CT. How could anyone in their right mind propose destroying the center of such an historic New England town? It would be devastating. NO...Please stop. No new train is worth it.

Mr. Jonathan B. Wilder

2/9/16

Dear Ms. Reyes - Alicia,

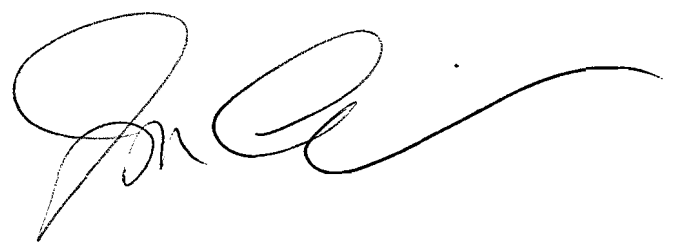
Please excuse the stationery, but the days where I wrote important letters are long past, except for now. I have thoroughly read the plans Amtrak has for expansion, and my first question is, what do you have against the town of Old Lyme?

The building of, during the 1950s, of the poorly designed interstate highway system, in our case I-95, cut our town in half, and the trauma, if you will, took many years to get over. The town built around it, and I-95 is just sort of a noisy thing that exists. The plan you at Amtrak have will pretty much destroy Old Lyme for good. We have managed to build a small business district, which supports the town's grand list, and keeps our taxes at a relatively liveable level. It fits into the community, and serves our needs. We also have a highly-rated art college, which, along with the business district, will be destroyed. This does not even take into account the impact on the marsh areas, and the plans of the state DOT to widen I-95, so taking more of people's land. Talk about government overreach! Our town, and our state, is paying dearly for being geographically stuck between New York and Boston. It is not our fault.

Is anyone at the DOT or Amtrak headquarters showing any concern for what you will be destroying? How about putting people off their land? Does that bother you?

I have been to Europe many times, and used the TGV and other fast trains. They are great. But let's not kid ourselves, the Acela is not the TGV, and not affordable for most riders. Having used Amtrak for decades, it seems to have problems which go on and on. Tearing apart the Connecticut countryside, even giving UCONN a station and rail line in addition, will not help things. It is not the fault of the residents of the north east corner of Connecticut the UCONN is in the middle of nowhere. So they play basketball well, who cares?

I have lived in Old Lyme all of my 49-years, and have seen many changes. But, we have still retained a rural setting for the most part. Please keep your <sup>new</sup> rail lines out of here. If you do somehow push this through, and turn the town into a big rail depot, I ask you all to come up and settle here. That way, you can enjoy the increased noise, taxes, and yes, sadness, that this will bring. This is America, be real; trains will never replace cars, no matter how fast they can go. Leave our town alone.



**NEC DEIS Comments - RECORD #2142 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Annie

**Last Name :**

Wildey

**Stakeholder Comments/Issues :**

Not a good plan to loose the Lyme academy's destroy historic Old Lyme. Find another solution



**NEC DEIS Comments - RECORD #23 DETAIL**

**Status :** Action Completed

**Record Date :** 11/23/2015

**First Name :** Andrew

**Last Name :** Wilkins

**Stakeholder Comments/Issues :**

Good afternoon,

I write to the FRA and to the local elected officials of Worcester, MA to voice my support for the objectives laid out in the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement published by the Federal Railroad Administration. Specifically, I would like to applaud the inclusion of Worcester, MA as a potential station for increased high-speed service and would strongly urge consideration of Alternatives 3.3 or 3.4.

Worcester is the second-largest city in New England, and is on target for a successful revitalization effort in its downtown core. Part of this is due to the City's efforts in spearheading redevelopment efforts, but much of the success can be attributable to an increased focus on transportation initiatives.

After restarting regular commuter service to Worcester in the 90's, renovating the historic Union Station, and purchasing the rail line from CSX Transportation, the MBTA Worcester Line is now the second busiest commuter line in the Boston area. Continued development in the downtown and Canal District areas of Worcester continue to increase its desirability as a location to live, work, and play. JetBlue has just celebrated its second year of operations out of Worcester Regional Airport, proving the viability of the airport.

Worcester is described as the "Heart of the Commonwealth" due to its location near the geographic center of Massachusetts; that central nature makes it a prime hub for transportation activity. Worcester is also a hub for higher education, with a number of institutions within and around the City. Regional connectivity between the cities of New England by rail will serve to improve the economic vitality of not just Worcester, but of the region as a whole. Including Worcester in the future plan for the Northeast Corridor will provide synergy with other regional rail plans, such as the Northern New England Rail Initiative.

Improved rail service, combined with improvements to the local transit network such as bus rapid transit (BRT) or a fixed guideway rapid transit network, will help to ensure Worcester's continued success and prosperity as a city and increase its desirability as a place to live.

Thank you for your time, and I hope that the FRA will consider Worcester for inclusion in the Preferred Alternative, and that the local leaders in Worcester will support increased rail and transit service as a way to promote continued economic development in the City.

- Andrew Wilkins

**Attachments :**

WilkinsAndrew\_Original.pdf (3 kb)

**NEC DEIS Comments - RECORD #23 DETAIL**

**Status :** ██████████  
**Record Date :** 11/23/2015  
**First Name :** Andrew  
**Last Name :** Wilkins  
**Stakeholder Comments/Issues :**

Good afternoon,

I write to the FRA and to the local elected officials of Worcester, MA to voice my support for the objectives laid out in the Northeast Corridor Future Tier 1 Draft Environmental Impact Statement published by the Federal Railroad Administration. Specifically, I would like to applaud the inclusion of Worcester, MA as a potential station for increased high-speed service and would strongly urge consideration of Alternatives 3.3 or 3.4.

Worcester is the second-largest city in New England, and is on target for a successful revitalization effort in its downtown core. Part of this is due to the City's efforts in spearheading redevelopment efforts, but much of the success can be attributable to an increased focus on transportation initiatives.

After restarting regular commuter service to Worcester in the 90's, renovating the historic Union Station, and purchasing the rail line from CSX Transportation, the MBTA Worcester Line is now the second busiest commuter line in the Boston area. Continued development in the downtown and Canal District areas of Worcester continue to increase its desirability as a location to live, work, and play. JetBlue has just celebrated its second year of operations out of Worcester Regional Airport, proving the viability of the airport.

Worcester is described as the "Heart of the Commonwealth" due to its location near the geographic center of Massachusetts; that central nature makes it a prime hub for transportation activity. Worcester is also a hub for higher education, with a number of institutions within and around the City. Regional connectivity between the cities of New England by rail will serve to improve the economic vitality of not just Worcester, but of the region as a whole. Including Worcester in the future plan for the Northeast Corridor will provide synergy with other regional rail plans, such as the Northern New England Rail Initiative.

Improved rail service, combined with improvements to the local transit network such as bus rapid transit (BRT) or a fixed guideway rapid transit network, will help to ensure Worcester's continued success and prosperity as a city and increase its desirability as a place to live.

Thank you for your time, and I hope that the FRA will consider Worcester for inclusion in the Preferred Alternative, and that the local leaders in Worcester will support increased rail and transit service as a way to promote continued economic development in the City.

- Andrew Wilkins

**NEC DEIS Comments - RECORD #915 DETAIL**

**Status :** ██████████

**Record Date :** 2/11/2016

**First Name :** Jim

**Last Name :** Wilkinson

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

Dear Ms. Braegelmann:

I wish to comment on the proposed Alternative 3 for the Northeast Corridor (NEC) that would remove 60 acres of wildlife habitat including stream valley and forests. National Wildlife Refuge land has been established by law to be used only for purposes of conservation. Removal of this acreage would set a bad precedent for other 'takings' in the future.

Maryland has lost a significant percentage of open land to development in the last 50 years, much of it in the Washington and Baltimore areas. The Patuxent refuge is one of the few large tracts of wild land in the metro area and should be left intact for protection of at-risk bird species and for the citizens of Maryland who will otherwise have little opportunity to view wildlife in large natural settings. I should think transportation and conservation goals can be met without the removal of land proposed in Alternative 3.

I am a member of the Maryland Ornithological Society and have lived most of my life in central Maryland.

Sincerely,

James Wilkinson  
Columbia, MD

**NEC DEIS Comments - RECORD #908 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/11/2016

**First Name :**

George

**Last Name :**

Willauer

**Stakeholder Comments/Issues :**

As one who uses train service to NY and am a board member of the Florence Griswold Museum and member of the First Congregational Church of Old Lyme it is unacceptable to think of this project which would destroy this nationally recognized historic district.

**NEC DEIS Comments - RECORD #2755 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

William

**Last Name :**

**Stakeholder Comments/Issues :**

The Ides of lowering blod achol to .05 is needed to keep The rails Safe

**NEC DEIS Comments - RECORD #95 DETAIL**

**Status :** ██████████  
**Record Date :** 12/29/2015  
**First Name :** Jackson  
**Last Name :** Williams

**Stakeholder Comments/Issues :**

I'm alarmed there is no discussion in the report of redundant alternative routings in the NEC to protect service against terrorist attacks or other disasters. During the service interruption due to the recent train wreck in Philadelphia there was no alternative service provided on the former Reading/CNJ route between Philly and NYC despite the fact that much of that route has commuter service radiating from those two cities. Building a route through Annapolis and Delmarva would protect service in the event of a terrorist attack on the Havre de Grace bridge-which must be one of the most tempting targets in the US-as well as open up new commuting options in Baltimore and DC, and open a gateway to restoring seasonal passenger service to the Delaware shore, which would reduce traffic on congested 2-lane highways. New routings that are redundant yet open new communities to service are "two-fers" that deserve greater consideration. I'd further note that the Delmarva option could utilize tracks over the Bay Bridge and would be much cheaper than building a tunnel beneath Long Island Sound.



**NEC DEIS Comments - RECORD #994 DETAIL**

**Status :**

**Record Date :** 2/11/2016

**First Name :** Mark

**Last Name :** Williams

**Stakeholder Comments/Issues :**

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). The Administrator should favorably conclude the EIS process as rapidly as possible.

P R O C E E D I N G S  
ON THE RECORD AT 6:08 P.M.

Whereupon,

Michael Williams

INTERVIEWED as follows:

COURT REPORTER:

Please introduce yourself and you may begin.

PRIVATE HEARING SPEAKER, MICHAEL WILLIAMS:

Sure. My name is Michael Williams and I'm a resident in Baltimore, Maryland. And after having gone over the Tier 1 Environmental Impact Statement, I believe that the NEC Future should choose Alternative 3.2, which is the Long Island to Providence routing, for the NEC Future.

Understanding that, and it's very important to connect airports beyond just Newark International and Baltimore/Washington International Airports, the Alternative 3.2 would include the Philadelphia International Airport, John F. Kennedy Airport, McArthur-Islip Airport, as well as the T. F. Green Airport as part of the reach of the Northeast Corridor. Understanding that sometimes budget constraints lower the aim of where, of what can be done, if Alternative 3.2 is not able funded or any of the other Alternative 3 routings, then I would put my support behind Alternative 2.

That's it.

COURT REPORTER:

Are you finished with your statement.

PRIVATE HEARING SPEAKER MICHAEL WILLIAMS:

I am finished with my statement

COURT REPORTER:

I want to thank you very much, and that concludes the statement for Michael Williams. This is Judy Grill, Court Reporter, signing off.

OFF THE RECORD AT 6:11 p.m.

**NEC DEIS Comments - RECORD #2937 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Sheila

**Last Name :**

Williams

**Stakeholder Comments/Issues :**

I am against this. There hasn't been enough studies done, as to what kind of an impact this will have on our marine life and Eco system.

**NEC DEIS Comments - RECORD #267 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/25/2016

**First Name :** Sydney

**Last Name :** Williams

**Stakeholder Comments/Issues :**

Sydney M. Williams

[REDACTED]

Essex, CT 06426

January 24, 2016

**Northeast Corridor Rail Plan and Old Lyme, CT**

While we live in the present and must plan for the future, we are products of our past. Our history cannot be replaced. It is part of our collective memories. It is embedded in each of us. In very few places does that history resonate, so determinedly and beautifully as it does in the village of Old Lyme. For 150 years, the village has been a mecca for artists. The Connecticut school of impressionism has its roots here. On its farms, beaches and in its marshes alongside the Connecticut River, town fathers (and mothers), past and present, have worked hard to maintain its pristine character, as artists continue to discover this idyll.

Old Lyme is not a town that dwells solely on its past. Its residents include many scientists who are as interested in the future as in protecting its history and environment. Its high school includes a robotic team that competes against students across the country. Politically it is about evenly divided between the two major parties. It is, in short, a microcosm of what is great about America - a respect for the past, concerned with the present, and with an eye on the future.

The Federal Railway Commission several years ago commissioned a study for long-term, high-speed rail alternatives along Amtrak's north east corridor. Three scenarios (options) were developed, the first of which (and the least expensive) would re-route the rail tracks through the center of the village of Old Lyme, south and parallel to Route 95. This option would involve a new rail bridge across the Connecticut, north of the existing one and just south of Route 95. Fifty miles of track would be added, taking a route through Old Lyme center, East Lyme, across the Thames and on to Kenyon, Rhode Island where it would re-connect to the existing tracks. It would go through at least three state forests, Paugusset, Natchaug and Nathan Hale and pass by two reservoirs. The environmental impact would be enormous.

There is little question that, if train travel is to be part of our future, improvements in rail beds will have to be made. The Acela averages about 84 miles per hour between New York and Boston, less than half the speed of modern trains in Japan. The argument for resetting the tracks is two-fold: One, it would straighten the line, allowing for higher speeds, and, two, it would take the path away from the shoreline, an area subject to tidal floods. The north east corridor is the most densely populated section of the country, and the need for better transportation is there. But any study should consider the fact that population growth is slowing, that the north east is losing people to the west and south. It must consider other modes of transportation, like self-drive vehicles, along with air and water means.

There is no question that our infrastructure is decaying. The current rail bridge connecting Old Saybrook to Old Lyme was built in 1907, replacing an earlier one built in 1870. With a 109 years under its belt, the bridge owes us nothing and probably should be replaced. The current road beds are not capable of the speeds desired. But to route new train tracks through one of New England's most picturesque villages would be criminal.

Old Lyme is a place that reminds one of Daniel Webster's observation in Dartmouth College versus Woodward: "It is, sirs, a small college, but there are those that love it." Residents of Old Lyme feel the same way toward their village, with its neatly maintained homes along its main street, Lyme Street - a few with paddocks and horses, and with institutions like the Florence Griswold Museum, the Lyme Art Academy, the Lyme Art Association and its two historic inns, the Bee & Thistle and the Old Lyme Inn. They represent history that cannot be replaced. Trains traveling 150 to 200 miles per hour through the center of town would destroy what has taken over three hundred years to construct. Don't do it!

**NEC DEIS Comments - RECORD #2226 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Cari

**Last Name :**

Williamson

**Stakeholder Comments/Issues :**

The proposed rail track through Old Lyme Center is preposterous. This is bureaucracy at its worst, with thoughtless destruction to artistic, academic, historic and environmental habitats. Old Lyme Center is a New England Treasure and must NOT be disturbed.

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wimapco@wimapco.org](mailto:wimapco@wimapco.org)  
web site: [www.wimapco.org](http://www.wimapco.org)

**WILMAPCO Council:**

February 2, 2016

**John Sisson, Chair**  
*Delaware Transit Corporation  
Chief Executive Officer*

**Bill Miners, Vice-Chair**  
*Chesapeake City  
Councilman*

**Jennifer Cohan**  
*Delaware Dept. of Transportation  
Secretary*

**Thomas P. Gordon**  
*New Castle County Executive*

**Connie C. Holland**  
*Delaware Office of State Planning  
Coordination, Director*

**Tari Moore**  
*Cecil County Executive*

**Heather Murphy**  
*Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming*

**Michael Spencer**  
*Mayor of Newport*

**Dennis P. Williams**  
*Mayor of Wilmington*

**WILMAPCO Executive Director**  
Tigist Zegeye

Rebecca Reyes-Alicea  
USDOT  
Federal Railroad Administration  
Office of Railroad Policy & Development  
One Bowling Green, Suite 429  
New York, NY 10004

Dear Ms. Reyes-Alicea:

WILMAPCO welcomes the opportunity to comment on the NEC FUTURE Tier I draft Environmental Impact Statement (EIS). The NEC serves as a major transportation corridor for residents of the WILMAPCO Region; the Joseph R. Biden Jr. Amtrak Station in Wilmington, DE is the 11<sup>th</sup> busiest train station in the United States generating over 717,000 (circa 2012) trips each year. The NEC also serves as an economic development engine as it is also the primary rail freight corridor for the entire Delmarva Peninsula. It will be critical to maintain this 100 year-old rail corridor at a state of good repair while also creating the capacity to accommodate more trains and passengers for the future. Expanded rail ridership is one of the best means available for our region to lower transportation emissions and improve air quality, as well as encouraging the continuing economic development of the City of Wilmington.

WILMAPCO staff have studied the proposed alternatives and the service recommendations within the EIS and we support the need to transform the NEC to accommodate faster train trips and expanded service to new markets, as is detailed in Alternative 3. We are also very supportive of the proposed connection to the Philadelphia International Airport. Staff would like to request that riders must be able to connect directly to the airport from the Biden Amtrak Station, as we feel that this rail connection will be well utilized by Delaware residents who are looking for a better multi-modal connection for this trip. We hear frequent comments from residents of our region requesting a rail connection from Wilmington to the airport, but that trip currently requires a train ride into Philadelphia and a second train back to the airport, and we have not heard of any plans by SEPTA to change that situation. This is the type of change that encourages new rail users who are looking for ways to reduce their carbon footprint with more multi-modal transportation choices.

WILMAPCO staff have concerns regarding the proposed track paths for Alternatives 2 and 3 that deviate from the NEC spine in Cecil County, MD and New Castle County, DE. We hope to work further with your project team to understand the impact that new rail corridors will have on the built and natural environment within our region. Specifically, we have major concerns with the paths of Alternatives 2 and 3 through the City of Wilmington, DE. We understand that these alternatives are still in a draft form, but 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. There will be a devastating impact on the

**WILMAPCO**

*Partners with you in transportation planning*

revitalization efforts of this community if an elevated track structure were to be constructed through its core, as well as the negative effect on the proposed South Wilmington Wetland Park, which is currently being designed and falls under the proposed rail line. The path of Alternative 2 appears to follow an existing freight rail right-of-way, and we anticipate that there will be negative impacts to the properties along this ROW. We suggest the consideration of an alternate path that would follow the existing I-495 ROW and which would have a lesser impact on the surrounding residents.

Of an even larger concern for WILMAPCO and the State of Delaware is the lack of a connection to the Biden Amtrak Station for the proposed highest speed train service (220 mph) that would travel on the NEC as part of Alternative 3. The Biden Amtrak Station is currently a very strong market for the Acela service. In 2014 and 2015, the average number of Amtrak riders who boarded or alighted a train in Wilmington was approximately 351,000 per year. Of those Amtrak riders, approximately 107,700 boarded Acela and 113,700 alighted Acela. Basically, over 30% of all Amtrak riders into and out of Wilmington rode an Acela train. The Acela service is very competitive for the Wilmington travel market, as there are many trips made to New York City and Washington D.C. on a daily basis. The nearest airport is the Philadelphia International Airport, which is 22 miles and 25 minutes away via the often-congested I-95 corridor. In the future, with even shorter rail travel times to New York and Washington, the market for high-speed train service in Wilmington should grow even stronger as the trip time becomes more competitive with commercial air travel. This 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. The Biden Amtrak Station must continue to have connections the fastest train services that can be planned for the NEC as part of the proposed service expansion.

WILMAPCO staff are encouraged to see that the Tier 1 EIS includes references to many rail projects that are ongoing within our region, such as the future stations proposed for Newport (DE) and Elkton (MD), as well as the expansion of the Newark Train Station. The completion of this facility will remove a chokepoint on the NEC (noted in section 4.6.1-3) while also allowing additional interregional and commuter train service to access this station, which could also include MARC train service from the south. The potential extension of MARC commuter service north from Perryville, MD to Newark, DE will have an impact on train operations in a corridor that currently serves only Amtrak and NS freight trains. In Cecil County, MD, the NEC is constrained by a 6 mile segment that consists of two tracks, instead of three or four. WILMAPCO coordinated with MDOT, DelDOT, NS and Amtrak to complete the Chesapeake Connector Freight and Rail Passenger Benefits Study, which examines the potential benefits of adding a third track to this segment. This section of track would appear to be a future chokepoint for passenger rail, but it is a current chokepoint for Norfolk Southern (NS) freight trains that are accessing the NEC between the NS Port Road in Perryville, MD and the NS Newark freight Yard in Newark, DE. WILMAPCO believes that the Chesapeake

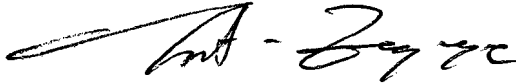




Connector should be addressed within the draft EIS and while sections 4.6.1.2, 4.6.2.2 and 4.6.3.2 note that additional track should be constructed between Bayview, MD and Newark, DE we would like to see a specific reference to this important project.

Thank you for the invitation to collaborate with you in the NEC Future planning process. Please contact myself or Dave Gula ([dgula@wilmapco.org](mailto:dgula@wilmapco.org) or 302-737-6205) for more information about WILMAPCO's rail plans or any further detail regarding our comments of the draft EIS.

Sincerely,

A handwritten signature in black ink, appearing to read "Tigist Zegeye". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Tigist Zegeye, Executive Director

CC:

Jennifer Cohan, DelDOT  
Johns Sisson, DTC  
Heather Murphy, MDOT  
Kevin Quinn, MTA

**NEC DEIS Comments - RECORD #537 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/3/2016  
**First Name :** Gay  
**Last Name :** Wilmerding  
**Stakeholder Comments/Issues :**

To Whom it May Concern:

Regarding the Northeast Corridor (NEC) rail service upgrade, infrastructure improvements are desperately needed. That proposed in Alternative One through the Town of Old Lyme destroys ecological, historic, business and cultural sites.

Rather than move and expand rail corridors in sensitive wetlands and parks, which act as buffers to saltwater incursion and filter mainland runoff, keep and repair the existing route and build new track from Providence to U Conn/Storrs to Hartford.

Though initial cost may appear higher, protecting coastline and expanding service inland has many advantages. Instead of eminent domain litigation over well-loved locations and environmental mitigation, fund new access. A broader base increases ridership, hence efficiency, and minimizes local impacts.

New, alternative service routes allow for existing track to remain the same scale, the same right-of-way. More rail decreases car and air traffic and lowers carbon emissions and pollution, while increasing quality of life and prosperity.

An inland route offers systemic redundancy and resiliency in case of disruption from a storm or bridge failure, or catastrophe like a bomb train explosion along a single route such as 1-95. Imagine the web of milk trains covering historic New England combined with convenient transportation hubs as developed in modern Boston.

Rail is my preferred mode of transportation. The NEC study is exciting, though disturbing in communication omissions. Incorporating needs, creative input and wisdom from local residents and communities early in the design process is critical to successful outcomes and vibrant futures.

Rethink Alternative One, particularly if commercial haulage shares track with passengers. Prioritizing one over the other in a single corridor results in delay, decreasing usage. A web of smaller track across a region, rather than one large corridor on a stressed and crowded seacoast, gives greater flexibility, security, mobility and opportunity for operators and public, alike, over time.

Respectfully Submitted,

Gay Wilmerding of [REDACTED] Old Lyme, CT  
3 February 2016

**NEC DEIS Comments - RECORD #1564 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Dave

**Last Name :** Wilson

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)  
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast  
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a frequent visitor to Patuxent Wildlife Refuge  
I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would hack off 60 acres of the Refuge including pristine  
stream, wetland, and forest habitats critical to a number of at-risk bird  
species. It would destroy this valuable wildlife habitat in a region of  
Maryland where development has taken an immense toll on natural resources,  
and in so doing would damage the ecological integrity of the largest  
remaining forest block in central Maryland-also recognized by Audubon  
Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides  
habitat for several declining bird species, including Eastern  
whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

Allowing the proposed rail line to destroy a publicly-owned natural resource  
at the Patuxent Research Refuge would set a dangerous precedent for the  
country's most beautiful and biologically diverse landscapes. Feasible and  
less destructive alternatives to incising a wildlife refuge exist. Please  
choose an alternate that does not disturb a national treasure.

Sincerely,

Dave Wilson

[REDACTED]

Berlin, MD 21811

**NEC DEIS Comments - RECORD #1771 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/15/2016

**First Name :** Jeremy

**Last Name :** Wilson

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #510 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/2/2016

**First Name :** Jennifer

**Last Name :** Wilson

**Stakeholder Comments/Issues :**

NO on Alternative 1!!!

**NEC DEIS Comments - RECORD #2434 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Joseph

**Last Name :**

Wilson

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #1708 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Melinda

**Last Name :**

Wilson

**Stakeholder Comments/Issues :**

Alternative 2 and 3 seem most viable



Please use this card to provide comments on the Tier 1 Draft Environmental Impact Statement. Please submit your comments by the formal comment period closing date of January 30, 2016.



The capacities for Air and Highway travel are at their limit or close to in 2015. Can you imagine how bad things will be by 2040?

For this reason, the most expensive alternative of building a second NEC, is actually the most economically efficient and effective to keep the USA strong.

Name:

Robert Wilson

Address:

Email:

~~u-i-1@~~  
~~u-i-1@~~



NEC FUTURE  
U.S. DOT, Federal Railroad  
Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Place  
Stamp  
Here



## Comment Card

If you have a comment on the NEC FUTURE Tier 1 Draft Environmental Impact Statement, please fill out this comment card and hand it to an NEC FUTURE team member, or mail it by January 30, 2016, to the Federal Railroad Administration, using the address on the reverse side of this card. You can also submit comments through the project website at [www.necfuture.com](http://www.necfuture.com) or via email to [comment@necfuture.com](mailto:comment@necfuture.com).

**Thank you for your interest and input!**

Robert, if you want to speak, come forward and just identify yourself and your affiliation. Remember that we're transcribing it, so, you know, clearly and slowly is better.

MR. WILSON: Okay. I'm Robert Wilson. I'm speaking as a private citizen.

Right now, as I understand it, the existing corridor is so curvy that we can't really do true high-speed rail, like Europe and Asia have. So unless we build a second spine, a second set of tracks, we will not have first-class rail service in this country.

Second, Taiwan hit huge gridlock. I believe they built a second spine, high speed, using all Japanese tracks and trains. Korea has high-speed. Japan has moved 7 billion people, with one fatality because of someone who committed suicide on their trains, not because of their engineering. China has enough high-speed rail to go across our country multiple times now. Europe is heavily invested in this.

This is all to say that a lot of very smart countries have experienced such population growth, as we're headed towards as well, that the only way to effectively move people is by high-speed rail.

So I'm not going to -- I could probably stand up here for hours, but I'll sum it up and say that probably the least expensive proposition out of the proposals is the most expensive alternative in terms of our economy, in terms of funding our country. If you're a believer in the military or a believer in public service, if our economic engine stalls, everything gets cut. This is to me a lifeline that's vital for the future, even beyond 2040.

MS. REYES-ALICEA: Thank you.

MS. SIEGEL: Thank you very much.

Are there any other folks who would like to make a comment?

**NEC DEIS Comments - RECORD #131 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

1/11/2016

**First Name :**

Tracey

**Last Name :**

Wilson

**Stakeholder Comments/Issues :**

On these trains, I am considered about the accomodations for bikers. Will there be roll-on access, secure bike parking at stations, and an integration of multimodal transportation?

**NEC DEIS Comments - RECORD #2315 DETAIL**

**Status :**

**Action Completed**

**Record Date :**

2/15/2016

**First Name :**

Brook

**Last Name :**

Winiger

**Stakeholder Comments/Issues :**

Save art! Find another route!

**NEC DEIS Comments - RECORD #2450 DETAIL**

**Status :**

ending

**Record Date :**

2/16/2016

**First Name :**

Jerome

**Last Name :**

Winnick

**Stakeholder Comments/Issues :**

I oppose alternative 1 of the NORTHEAST CORRIDOR FUTURES proposal because it will destroy the campus of Lyme Acadamy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #2132 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Frederick

**Last Name :**

Winston

**Stakeholder Comments/Issues :**

I oppose the FRA plans to change the town of Old Lyme. The impact will forever change this historic small town for ever.

**NEC DEIS Comments - RECORD #2367 DETAIL**

**Status :**

**Section Completed**

**Record Date :**

2/15/2016

**First Name :**

James

**Last Name :**

Wiswell

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."



**NEC DEIS Comments - RECORD #1968 DETAIL**

**Status :** ██████████  
**Record Date :** 2/15/2016  
**First Name :** Carol  
**Last Name :** Withers

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. Please seek other alternatives.

**NEC DEIS Comments - RECORD #1518 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Katherine

**Last Name :**

Wizeman

**Stakeholder Comments/Issues :**

The current plan would impact the prestine beauty of Old Lyme.

**NEC DEIS Comments - RECORD #503 DETAIL**

**Status :** ██████████

**Record Date :** 2/2/2016

**First Name :** Suzanne

**Last Name :** Wnek

**Stakeholder Comments/Issues :**

The NEC changes that are proposed will have an extremely negative impact on the town of Old Lyme. The fact that Old Lyme residents were not informed of the proposal is disturbing. It seems like these proposals were made without considering the towns they will impact.

**NEC DEIS Comments - RECORD #2220 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Charlene

**Last Name :**

Wojcik

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

Okay. Is there anyone else who would like to make a comment?

MR. WOLDE: My name is Dibu Wolde.

I'm very much concerned about every-day commuters. I feel that they're not protected, because the platform is so naked. Anybody behind them might be mentally sick; perhaps they might not take medicine. They can push you, and you're gone. That's a very tragedy, and I'm very much concerned on that.

So I thought that this meeting is basically a kind of automatic fence rail that protects commuters on not getting inside. That's what I thought I came here for, but I hear a lot of wide area of conversation.

So I want you to notice these things, and then if you can do something about it. Thank you.

MS. SIEGEL: Thank you.

Would anyone else like to speak at this time? (No response)

So seeing none, what I'm going to do is I'm going to close the hearing at this point. We will reopen again at six o'clock when we'll have another presentation.

Thank you all for participating, and please continue to chat and view the boards and send in your comments.

**NEC DEIS Comments - RECORD #1543 DETAIL**

**Status :**

**Pending**

**Record Date :**

2/15/2016

**First Name :**

Leslie

**Last Name :**

Wolf

**Stakeholder Comments/Issues :**

Please do not consider such a plan to cut through the beautiful town of Old Lyme. Let's maintain our historic small towns and not give way to the stampede of supposed progress.

**NEC DEIS Comments - RECORD #1448 DETAIL**

**Status :**

████████████████████

**Record Date :**

2/14/2016

**First Name :**

Stacie

**Last Name :**

Wolf

**Stakeholder Comments/Issues :**

I am opposed to Alternative of the proposal. I live on the shoreline of Connecticut. Alternative 1 would drastically alter the shoreline towns which are historic and environmentally sound. Alternative 1 would render some towns unlivable and have a significant impact on the real estate values of those communities. It would be criminal to destroy these towns.

**NEC DEIS Comments - RECORD #2023 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Martin

**Last Name :**

Wolman

**Stakeholder Comments/Issues :**

I object to Alternative 1 because it will ruin a beautiful campus, effectively destroy a small but vital art college and have a significant negative impact on Old Lyme, a beautiful scenic New England town. I am a fairly frequent rider on Amtrak and am very supportive of enhancing our nation's train systems. However, it should be done in a constructive and not destructive manner. Thank you for considering this.



**NEC DEIS Comments - RECORD #2629 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Peter

**Last Name :** Wood

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven." This Campus is unique and a "one of a kind" area.

**NEC DEIS Comments - RECORD #2731 DETAIL**

**Status :** ██████████

**Record Date :** 2/16/2016

**First Name :** Barbara

**Last Name :** Woods

**Stakeholder Comments/Issues :**

AGAINST

**NEC DEIS Comments - RECORD #122 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/7/2016

**First Name :** Harry

**Last Name :** Woods

**Stakeholder Comments/Issues :**

We need roll on bicycle rights! How can you not be behind this?

We have Jonathan Wooley. Hello, Jonathan.

MR. WOOLEY: Thanks.

THE MODERATOR: You're welcome.

MR. WOOLEY: Hi.

Kudos to you for mentioning about the E-ZPass issue with quick parking at Newark Airport, because that's something I was glad somebody brought up besides me. And I also want to say kudos to the people who were publicly announcing these hearings for putting up the big sign at Penn Station in Manhattan, not the Newark Penn Station, because that was a very good piece of notification to the public that normally these kinds of projects never get. It's normally just kind of minor things on a website, in a newspaper and putting it up like that. Penn Station was a very good -- very good way of letting the public know. More -- excuse me -- more places should do that.

Hubs work -- hubs work well when they're done right. When they're not done right, they become kind of -- well, they're better than nothing, but they kind of let the public down. And that's true for passenger rail, it's true for freight rail, it's true for aircraft as well. Which is why the airlines tend to have the planes come in and make as quick a transfer time as possible between the incoming plane and the outgoing plane. And for the New York City subway, it works the same way. A transfer between a local platform -- you have a cross platform transfer between a local train and an express train. It works great when they come in relatively close together and then you can make it. When you have a long wait, you've kind of wasted some time. A lot of time in some cases.

And the first thing I would say is, with the hub concept, and I think it's a great one, for gosh sake, you have to design it in such a way that it will work well. You have to have the easy transfer between what Mr. Alan talked about between the local and the express trains. Because if you don't, people are going to spend too much time waiting on platforms to negate any -- any time savings that may have gone, and in the end they'll end up just deciding to go on another mode of transport. There's plenty of others out there. They don't need to take the train if they don't want to.

Another thing is, in the chart on alternative one in chapter four of the report, the DEIS, it states, among the other stations in Rhode Island is T.F. Green Airport, and it states both Amtrak and -- I believe both Amtrak and regional rail and commuter rail listed as operating there. That doesn't happen today. I don't know why the hell it doesn't, I always think Amtrak should and they don't. But -- silly me -- but that's on there. The way I -- the way the report reads to me, it reads as though Amtrak currently operates there when in fact they don't. I just checked the schedule before I came over here. So it could be just I'm misreading the report when I scanned it or what. But that's something that I think -- I think should be done going forward but isn't being done right now.

Building in Philadelphia, the whole Washington -- the Washington Square West neighborhood, I can't think of a harder place to get past your historical -- to get historical approvals than Washington Square West. This -- that may be a choice -- is listed on alternative -- as one of the things in alternative three. That may be an area where you really want to keep to your alternative two. Like I said, I would like to see it go through that part of Center City. Just for permitting sake, run it

through 30th Street, and then down to the Philadelphia International Airport that way. Not necessarily on the SEPTA train. You may have to branch off kind of north of Eastwick in order to serve the terminals that way or something. But just to avoid the permitting process in Center City in Washington Square West I think is going to be abysmal.

And for the Long Island Railroad, the Long Island tunnel, it's -- the ridership -- I think the ridership is there. I think it would be a huge -- hugely popular alternative way of getting from Long Island to Boston if it were implemented. I'm not sure if it's -- and it would certainly live up to the original purpose of the Long Island Railroad in the first place. But I'm not sure if it's ever going to be done. I certainly wouldn't be counting my chickens on it. That may be something, you know, alternatives -- another alternative, the alternative two is listed as going through White Plains.

The only possible way I could see of getting from White Plains up to Danbury is go up 684, in the median of 648, then across on 84 to Hartford that way. How you're going to get around White Plains, unless you're planning to build an alternate station on 684, then branch it off at Rye or something like that and over to 287. I really don't see, there isn't a hell of a lot of capacity on the Metro-North tracks on the Harlem line, and tunneling under White Plains is going to be expensive as well. I think what you're going to be ending up with is a station, maybe a good idea for one up by Westchester County Airport, or maybe over on the eastern side of White Plains. But it's not -- I don't see how it's going to tie in with the Metro-North station at White Plains that currently exists.

And are you cutting me off here or --

THE MODERATOR: I'm just trying to make sure that you wrap up, if you can.

MR. WOOLEY: Okay. Well, I can think of some other things. In fact, I can think of a lot of other things. I guess I should probably save them for the written comments, unless you guys want me to talk at a later time or something. Thanks.

THE MODERATOR: Thank you very much, Jonathan.

So at this point I don't have any other folks signed up, so I will close the public testimony portion of this meeting. I encourage people to feel free to look at the boards and displays and engage with the staff.

I also remind everybody that we encourage you to submit your written comments via regular U.S. mail, via our email address, via our website. And also, there is a private stenographer. If you want to continue to make statements tonight, we'll be available to listen to those there.

Thank you all for your participation. Stay in touch, visit the website, [www.necfuture.com](http://www.necfuture.com). Thank you very much.

(Time noted: 7:05 p.m.)

**NEC DEIS Comments - RECORD #1232 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Mariette

**Last Name :**

Woolfson

**Stakeholder Comments/Issues :**

Please do not move this railway through the beautiful historic districts of our charming little CT towns. I take the train to Boston several times/year and it's quite pleasant to ride by the coves and over the nice rivers ...

**NEC DEIS Comments - RECORD #647 DETAIL**

**Status :** ██████████

**Record Date :** 2/9/2016

**First Name :** David

**Last Name :** Woolley

**Stakeholder Comments/Issues :**

To: Federal Railway Administration

Re: NEC Future Comments

02/09/16

Ladies and Gentlemen:

The Democratic Town Committee of the town of Old Lyme, Connecticut, strongly supports the need to make improvements to our country's aged rail infrastructure, and we acknowledge that modernization and efficiencies are needed on the northeast corridor. However, these improvements must be made in a manner that does not cause catastrophic harm to our communities. We therefore vigorously oppose Alternative 1, as proposed in the Tier 1 Draft Environmental Impact Statement, because of the irreparable environmental, economic, social and historical damage it would impose on our town and our region. We focus here on just the environmental harm.

The proposed plan depicts trains speeding through Old Lyme on their way from Washington, D.C. to Boston, with no alignment with the current rail running through our town, to shave a mere one-half hour off the traveler's time. The path includes a new bridge over the Connecticut River and would have a critically negative effect on the river's estuary and tidal wetlands, which constitute an irreplaceable, productive ecosystem for migratory fish, birds and threatened species. The estuary is listed on The Nature Conservancy's list of the Western Hemisphere's 40 "Last Great Places." Since the early 1970's the State of Connecticut has utilized The Gateway Commission and strong local enforcement of zoning standards to protect this treasured habitat for future generations. Conservation efforts and partnerships include grants from the Connecticut Department of Energy and Environmental Protection, the federal Environmental Protection Agency, the National Fish and Wildlife Foundation, The Nature Conservancy, the U.S. Fish and Wildlife Service, and collaborative programs with the States of New York and Massachusetts.

This area inspired the American Impressionists, who made a home in what is now the Florence Griswold Museum in Old Lyme. The Alternative 1 rail would run through our National Historic District showcasing this heritage, as well as our business district. Our economy, our arts community and our quality of life would be severely, negatively impacted.

We urge the FRA to eliminate Alternative 1 and focus on Alternatives that will truly advance the future of the NEC while sparing the sensitive natural heritage of the Connecticut River Estuary and Old Lyme's 350-year-old culture.

Sincerely,

The Old Lyme Democratic Town Committee

By: \_\_\_\_\_

David B. Woolley, Chair

**NEC DEIS Comments - RECORD #1613 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :**  
**Last Name :** Ginger  
**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240  
comment@necfuture.com

Dear Ms. Braegelmann:

As a citizen of Maryland, a member of the Maryland Ornithological Society, and a lover of our state's few remaining wild places, I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland—also recognized by Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1936 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Ginger Woolridge  
Annapolis, MD  
[REDACTED]

Sent from my iPad



**NEC DEIS Comments - RECORD #2885 DETAIL**

**Status :** ~~Review Completed~~

**Record Date :** 2/16/2016

**First Name :** Richard

**Last Name :** Wormser

**Stakeholder Comments/Issues :**

I strongly oppose any railroad tracks running through the Lyme Academy College of arts in Old Lyme Connecticut. Student needs must be given priority.

**NEC DEIS Comments - RECORD #1561 DETAIL**

**Status :** ██████████  
**Record Date :** 2/15/2016  
**First Name :**  
**Last Name :** rhworsham  
**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)  
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast  
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a citizen of Maryland and a lover of our state's few remaining wild  
places I am writing this letter in opposition to a portion of Alternative 3  
in your rail plan.

This proposal would cut off 60 acres of the Patuxent Research Refuge,  
including pristine stream, wetland, riparian and forest habitats critical to  
a number of at-risk bird species. It would destroy wildlife habitat in a  
region of Maryland where development has taken an immense toll on natural  
resources, and in so doing would damage the largest remaining forest block  
in central Maryland. This area was recognized by Audubon Maryland-DC as an  
Important Bird Area (IBA) in 2006 because it provides habitat for several  
declining bird species, including Eastern whip-poor-will, wood thrush,  
Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the  
purpose of upholding and promulgating the Migratory Bird Conservation Act.  
The Act was passed to more effectively meet the U.S. migratory bird treaty  
obligations through the acquisition of land and water for the perpetual  
preservation for birds.

Allowing the proposed rail line to damage the Patuxent Research Refuge would  
set a dangerous precedent for the country's most beautiful and biologically  
diverse landscapes. Please modify this portion of Alternative 3 so that it  
does not disturb a national treasure. Simply running the new corridor where  
the existing corridor currently runs (alongside of the existing MARC line)  
would alleviate this problem.

Sincerely,

Dr. Richard H. Worsham

[REDACTED]

Baltimore, MD 21228

[REDACTED]

Email: rhworsham@[REDACTED]

**NEC DEIS Comments - RECORD #2705 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Carol

**Last Name :**

Wright

**Stakeholder Comments/Issues :**

As a long time Old Saybrook CT resident I look forward to the progress in improving transportation options. Let us not repeat historic challenges of the past ( "Kelo v. city of New London") without utilizing local citizens decisions in establishing best options for this endeavor in our communities.

**NEC DEIS Comments - RECORD #2133 DETAIL**

**Status :**

██████████

**Record Date :**

2/15/2016

**First Name :**

Gary

**Last Name :**

Wright

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2127 DETAIL**

**Status :**

**Record Date :** 2/15/2016

**First Name :** William

**Last Name :** Wright

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #468 DETAIL**

**Status :** ~~Action Completed~~

**Record Date :** 2/1/2016

**First Name :** Steven

**Last Name :** Wurst

**Stakeholder Comments/Issues :**

Rerouting through old Lyme will destroy the character of the town and its historic significance. This plan needs to be reconsidered or denied. I grew up and graduated from Lyme-Old Lyme high and my father used to own a frame shop and gallery in Old Lyme, it makes me sick to think my hometown will be ruined and my father, if he was alive today, would be disappointed that the home of American Impressionism is at risk.

**NEC DEIS Comments - RECORD #179 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/14/2016

**First Name :** Doug

**Last Name :** Wyman

**Stakeholder Comments/Issues :**

Our family looks forward to being able to use high speed mass transit from Huntington NY north to Boston or south to Washington DC, bypassing NYC if possible.

Long Island, larger than 38 other states, is under served by high speed rail transport. The needs of the many should not be held hostage by a few residents adjacent to existing rail routes.





**NEC DEIS Comments - RECORD #2863 DETAIL**

**Status :** Action Completed

**Record Date :** 2/16/2016

**First Name :** Richard

**Last Name :** Jacob

**Stakeholder Comments/Issues :**

I am pleased to send Yale University's comments on the NEC Future Tier 1 EIS. The comment letter is attached, but we have also copied the body of the letter into this email. Thank you for undertaking this project and for providing the opportunity to comment on the draft EIS.

Please feel free to contact me if you have any questions.

Rich Jacob  
Associate Vice President for Federal and State Relations  
Yale University  
o: 203-436-2893  
c: 203-376-6930

---

**Yale University's Comments  
on the NEC Future Tier 1 EIS**

Thank you for providing the opportunity to comment, on behalf of Yale University, on the Federal Rail Administration's NEC Future Draft Environmental Impact Statement (EIS). My colleagues and I commend you for developing a vision for the future of the Northeast Corridor and, in the process, highlighting the need for significant infrastructure investment that will support economic growth and yield major environmental benefits by substituting rail for automobile and airline traffic.

Yale University has a strong interest in the outcome of the EIS. Yale faculty, employees, students, and visitors rely on train service to reach Yale; some are daily commuters and others make use of intercity train service. Yale is one of the world's premier universities and accessibility by train has a direct impact on our ability to recruit faculty, employees, and students. The quality of train services can also impede the dissemination of knowledge to the broader public, as it influences whether scholars attend conferences at Yale, or whether members of the public visit Yale museums and enjoy the intellectual wealth of the University.

It is notoriously difficult to get to New Haven by train, plane, or automobile; the inconvenient access belies the City's economic strength and potential. The Greater New Haven region is one of the most dynamic regions in Connecticut. New Haven is the hub of the bioscience startup industry in the state, as demonstrated by the recent move of Alexion to New Haven; the bioscience industry in New Haven will continue to sector will continue to grow in coming decades. The residential vacancy rate is among the lowest in the nation, and a larger number of new apartments have been built in recent years. It is also a rail-friendly city – the urban core of New Haven typifies the "new urbanism" that favors bike, bus, or rail service over automobiles. It is a thriving

community that is in dire need of faster and more frequent train service.

In our view the draft EIS has not fully examined all of the options for improvements to achieve substantial improvements on the existing corridor. Neither the "No Build" option nor Alternative 1 include all of the proposals in Governor Malloy's "Let's Go CT!" 30-year plan, such as restoration of four tracks on the full length of the New Haven Line. It is critically important that the approved EIS authorize the investments necessary to achieve not only a state of good repair but to enable 30-minute service between Hartford and New Haven and 60-minute service between New York and New Haven. An investment program that achieves those goals would stimulate job growth between New York and New Haven and it would help to reduce congestion and pollution from auto traffic along I-95. We urge the FRA to ensure that the recommendations approved for Tier 2 review enable the full complement of investments to the existing corridor.

Furthermore, while it is prudent to plan for development of high-speed trains travelling faster than 200 mph, those plans will not be realized for decades and the existing corridor will be the only alignment for the foreseeable future. It is therefore imperative that the FRA use the EIS process to enable investments that will achieve substantial improvements on the New Haven Line and take advantage of current upgrades to the New Haven-Hartford-Springfield Line.

With respect to any potential future alignment of high-speed rail service that could be developed later in the century, we recommend against any alignment that does not include New Haven. The development of an interior route would have significant environmental impact on rural landscapes and would encourage sprawl instead of maximizing use of existing urban centers.

In addition, the FRA should consider the longstanding commercial and cultural ties between New Haven, the residential communities along the shoreline, and the financial centers in Fairfield County as well as New York. The route alignment should reflect the fact that one-half of the population of Connecticut lives in New Haven and Fairfield counties. It should also anticipate and exploit the opportunities for the expanded four-track Hartford to Springfield line to support a knowledge corridor between New Haven, Jackson Labs, the University of Connecticut, and Boston. In our view any new alignment should reinforce, instead of compete with, the commercial and cultural ties that already exist in Connecticut.

Thank you for considering these comments.

**Attachments :** Yale University's Comments on NEC Future Tier 1 EIS.pdf (920 kb)

**Yale OFFICE OF THE VICE PRESIDENT  
AND GENERAL COUNSEL**

PO Box 208255  
New Haven CT 06520-8255  
T 203 432-4949  
F 203 432-7960

February 16, 2016

*courier*  
Whitney Grove Square  
2 Whitney Avenue, 6th Floor  
New Haven CT 06510

Ms. Sarah Feinberg  
Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue Southeast  
Washington, DC 20590

NEC Future  
US Department of Transportation  
Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

**RE: NEC Future Tier 1 Draft Environmental Impact Statement**

Dear Administrator Feinberg:

Thank you for providing the opportunity to comment, on behalf of Yale University, on the Federal Rail Administration's NEC Future Draft Environmental Impact Statement (EIS). My colleagues and I commend you for developing a vision for the future of the Northeast Corridor and, in the process, highlighting the need for significant infrastructure investment that will support economic growth and yield major environmental benefits by substituting rail for automobile and airline traffic.

Yale University has a strong interest in the outcome of the EIS. Yale faculty, employees, students, and visitors rely on train service to reach Yale; some are daily commuters and others make use of intercity train service. Yale is one of the world's premier universities and accessibility by train has a direct impact on our ability to recruit faculty, employees, and students. The quality of train services can also impede the dissemination of knowledge to the broader public, as it influences whether scholars attend conferences at Yale, or whether members of the public visit Yale museums and enjoy the intellectual wealth of the University.

It is notoriously difficult to get to New Haven by train, plane, or automobile; the inconvenient access belies the City's economic strength and potential. The Greater New Haven region is one of the most dynamic regions in Connecticut. New Haven is the hub of the bioscience startup industry in the state, as demonstrated by the recent move of Alexion to New Haven; the bioscience industry in New Haven will continue to sector will continue to grow in coming decades. The residential vacancy rate is among the lowest in the nation, and a larger number of new apartments have been built in recent years. It is also a rail-friendly city - the urban core of New Haven typifies the "new

urbanism" that favors bike, bus, or rail service over automobiles. It is a thriving community that is in dire need of faster and more frequent train service.

In our view the draft EIS has not fully examined all of the options for improvements to achieve substantial improvements on the existing corridor. Neither the "No Build" option nor Alternative 1 include all of the proposals in Governor Malloy's "Let's Go CT!" 30-year plan, such as restoration of four tracks on the full length of the New Haven Line. It is critically important that the approved EIS authorize the investments necessary to achieve not only a state of good repair but to enable 30-minute service between Hartford and New Haven and 60-minute service between New York and New Haven. An investment program that achieves those goals would stimulate job growth between New York and New Haven and it would help to reduce congestion and pollution from auto traffic along I-95. We urge the FRA to ensure that the recommendations approved for Tier 2 review enable the full complement of investments to the existing corridor.

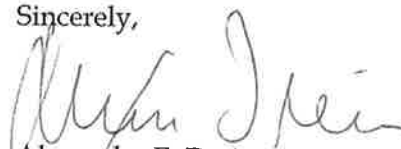
Furthermore, while it is prudent to plan for development of high-speed trains travelling faster than 200 mph, those plans will not be realized for decades and the existing corridor will be the only alignment for the foreseeable future. It is therefore imperative that the FRA use the EIS process to enable investments that will achieve substantial improvements on the New Haven Line and take advantage of current upgrades to the New Haven-Hartford-Springfield Line.

With respect to any potential future alignment of high-speed rail service that could be developed later in the century, we recommend against any alignment that does not include New Haven. The development of an interior route would have significant environmental impact on rural landscapes and would encourage sprawl instead of maximizing use of existing urban centers.

In addition, the FRA should consider the longstanding commercial and cultural ties between New Haven, the residential communities along the shoreline, and the financial centers in Fairfield County as well as New York. The route alignment should reflect the fact that one-half of the population of Connecticut lives in New Haven and Fairfield counties. It should also anticipate and exploit the opportunities for the expanded four-track Hartford to Springfield line to support a knowledge corridor between New Haven, Jackson Labs, the University of Connecticut, and Boston. In our view any new alignment should reinforce, instead of compete with, the commercial and cultural ties that already exist in Connecticut.

Thank you for considering these comments.

Sincerely,



Alexander E. Dreier

Vice President and General Counsel

MS. SIEGEL: All right. Next speaker is Richard Jacob.

MR. JACOB: I had a much shorter wait than I anticipated.

MS. SIEGEL: Do you want to skip? There's other people.

MR. JACOB: No, no, no, no. I will be very quick. I'm Rich Jacob. I'm speaking on behalf of Yale, and I wanted -- Ruby and others, I want to thank you for coming here again. I think it's been a very long process. You've been very helpful to us in engaging us in the discussion all along the way.

Yale will be submitting -- I'll slow down -- will be submitting formal comments on the proposal, but I would just like to highlight a few points today.

First is that rail transportation is very important to New Haven and Yale. I think Mike Piscitelli referred to this. Certainly we are in a region that does not have a very functional airport, and I-95 is not a very functional route. We see rail as being very important to the movement of students and faculty in and out of campus and see it as a very significant part of the long-term transportation solution for the state.

We're also very pleased to see, in this version of the EIS plan, that we've moved to having very concrete and specific targets for travel between certain points. And certainly we were very pleased to see that we're getting to the range of talking about one hour between New York and New Haven, for example.

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.

The other final comment I'd make is that, without seeming too egocentric here, I think we certainly do view New Haven as the hub. We view New Haven as the hub where -- if we look between New Haven and New York, we see commerce moving east out of New York as the cost of living rises there, and we certainly see further expansion, especially in the area of bioscience and the knowledge sector, moving west and east and north out of New Haven.

And we see the importance of the shoreline route as being very important to sort of facilitating and supporting that natural trend in economic development. We see the new Hartford-Springfield line as being very important to building on the knowledge corridor between Yale, Jackson Labs, UConn.

And so we're very pleased to see that kind of direction. We hope you will continue to think of New Haven as a significant hub within the network.

These are points we'll make in our written comments, but I at least wanted to share them today.

MS. SIEGEL: Thank you very much.

**NEC DEIS Comments - RECORD #2711 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Siobhain

**Last Name :**

Yale

**Stakeholder Comments/Issues :**

I strongly oppose Alternative 1 of the Northeast Corridor Futures proposal. The proposal would negatively impact the academic experience of students at the Lyme Academy College of Fine Arts of the University of New Haven



**NEC DEIS Comments - RECORD #1789 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

Lin

**Last Name :**

Yao

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #2554 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Kento

**Last Name :**

Yasuhara

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2247 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Dana

**Last Name :** Yawman

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #2748 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Janet

**Last Name :**

York

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridors Futures proposal because it will destroy the campus of Lyme Academy of Fine Arts.

**NEC DEIS Comments - RECORD #1963 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/15/2016

**First Name :**

Yuan

**Last Name :**

You

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #848 DETAIL**

**Status :**

Review Completed

**Record Date :**

2/11/2016

**First Name :**

Hamish

**Last Name :**

Young

**Stakeholder Comments/Issues :**

Improving Penn Station and building the new tunnels under the Hudson are the two most important immediate goals. Long term, rebuilding the NEC to true high speed rail is a must.

**NEC DEIS Comments - RECORD #756 DETAIL**

**Status :**

**Record Date :** 2/10/2016

**First Name :** Ralph

**Last Name :** Youngs

**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)  
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast  
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

I appreciate the need for strategic transportation planning especially with regard to restoration of existing infrastructure. However, I believe that the consideration of expanding right of way into a wetland of such significant importance as the PRR is misguided.

It is misguided for a number of reasons:

1. Loss of critical wildlife habitat.
2. Increase in impervious surface in a critical watershed.
3. The continuous disruption of wildlife in the remaining Refuge.
4. The interruption of ongoing and planned biologic research.
5. The denial of area access to citizens.
6. It distracts from and does not address the more critical issue of infrastructure restoration.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge

exist. Please focus on restoring existing property resources and only consider alternatives that do not disturb national treasures.

Sincerely,

Ralph Youngs

Annapolis, MD

[REDACTED]



**NEC DEIS Comments - RECORD #751 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/10/2016  
**First Name :** Susan  
**Last Name :** Youngs  
**Stakeholder Comments/Issues :**

February 10, 2016

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f)  
Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast  
Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

I was truly horrified to hear about this proposed rail plan and amazed that it could even have made it into someone's thought process. Millions of people including me were stunned that something or somebody could take over a NWR, i.e. Malheur National Wildlife Refuge. I told myself and others that it would be terrible if such a thing would happen in Maryland. Well, it could be conceivable if this happens. The habitat that PRR encompasses is truly amazing. The birds, critters and forests are a unique ecosystem that would be devastated by such activity. There is no possible reparation.

As a citizen of Maryland and a lover of our state's few remaining wild places I am writing this letter in opposition to Alternate 3 in your rail plan.

This proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, critical to a number of at-risk bird species. It would destroy this valuable wildlife habitat in a region of Maryland where development has taken an immense toll on natural resources, and in so doing would damage the ecological integrity of the largest remaining forest block in central Maryland-also recognized by

Audubon Maryland-DC as an Important Bird Area (IBA) in 2006 because it provides habitat for several declining bird species, including Eastern whip-poor-will, wood thrush, Kentucky warbler and prairie warbler.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Sincerely,

Susan Youngs

[REDACTED]

Annapolis, MD 21409-5555

s.youngs@[REDACTED]

[REDACTED]

[REDACTED]

**NEC DEIS Comments - RECORD #2371 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Kate

**Last Name :** Yourke

**Stakeholder Comments/Issues :**

A plan that destroys the Lyme Academy of Fine arts is not in the best interests of the population!

**NEC DEIS Comments - RECORD #576 DETAIL**

**Status :**

Action Complete

**Record Date :**

2/6/2016

**First Name :**

Ruth Z.

**Last Name :**

Yuste-Alonso

**Stakeholder Comments/Issues :**

Hello,

I am writing to support the initiative to expand the railroad that goes through UConn Storrs. It would extremely helpful for both domestic and particularly international graduate students like me, and help make UConn more internationally competitive and accessible.

Moreover, I would like to see the development of the local rail services in the area to improve its transportation infrastructure. In particular, it would be beneficial expanding the trainline that runs through Willimantic in order to offer a local line to Storrs.

**NEC DEIS Comments - RECORD #2666 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/16/2016

**First Name :** Tianyin

**Last Name :** Yu

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #1432 DETAIL**

**Status :**

Action Completed

**Record Date :**

2/14/2016

**First Name :**

**Last Name :**

Zabilansky

**Stakeholder Comments/Issues :**

Strongly oppose as it would destroy the rural and historic character of the town. This would ruin the whole cultural character of the town on Lyme St.

**NEC DEIS Comments - RECORD #2448 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/16/2016  
**First Name :** Roman  
**Last Name :** Zajac  
**Stakeholder Comments/Issues :**

Alternative 1 does nothing to expand rail service throughout the northern portion of the northeast corridor. In effect it really is almost the same as the do-nothing alternative. As such, the environmental impact is extensive and unnecessary relative to the potential gain in ridership. This line will go through some of the most environmentally sensitive, untouched and scenic areas of southeastern Connecticut and indeed will impact significant coastal zones in the Old Lyme, Niantic and New London areas. Some of these areas are particularly prone to the effects of sea level rise, and the environmental impact statement does not address the whole question of coastal squeeze. Also, without detailed maps to assess the actual route that is shown for alternative 1, it is not possible to quantitatively assess the environmental and other types of impacts. Indeed environmental impacts should be solely assessed not on a total area basis, but on the impacts relative to the scale of the project. Therefore, while alternatives 2 and 3 include the development of more infrastructure they expand rail service significantly to areas that do not have it. Commuting down Interstate 91 between Hartford and New Haven, and frequently making trips into the Worcester area, I know the relief that rail service through these areas would provide. And while the cost for the answer structure is greater, the long-term benefits of increased ridership and indeed reduction in environmental impacts through the reduction in automobile usage, would in the long run provide much greater benefits to the environment and the social and economic well-being of the Northeast corridor.

In short, Alternative 1 is really a joke. It does nothing to expand rail service to areas that really need it and should have it. In addition, given this situation the environmental impacts through the southeastern portion of Connecticut would be severe, thus making this a very poor alternative.

**NEC DEIS Comments - RECORD #817 DETAIL**

**Status :** ██████████  
**Record Date :** 2/11/2016  
**First Name :** Lauren  
**Last Name :** Zamora  
**Stakeholder Comments/Issues :**

Ms. Carol Braegelmann  
Office of Environmental Policy and Compliance  
1849 C Street, NW-MS 2462-MIB  
Washington D.C. 20240

RE: Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Assessment for NEC FUTURE, A Rail Investment Plan for the Northeast Corridor, Washington, DC, MD, DE, PA, NJ, NY, CT, RI, and MA

Dear Ms. Braegelmann:

As a resident of Bowie, MD, as a bird lover, and as parent trying to foster a love of our state's dwindling wild places in my children, I am writing this letter in opposition to Alternate 3 in your rail plan.

I understand that this proposal would chop off 60 acres of the Patuxent Wildlife Refuge including pristine stream, wetland, riparian and forest habitats, which are 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. There are already so few natural places that I can take my kids in our area, and many other animals besides just birds rely on this area as well.

The Patuxent Research Refuge was established in 1973 specifically for the purpose of upholding and promulgating the Migratory Bird Conservation Act. The Act was passed to more effectively meet the U.S. migratory bird treaty obligations through the acquisition of land and water for the perpetual preservation for birds.

Allowing the proposed rail line to destroy a publicly-owned natural resource at the Patuxent Research Refuge would set a dangerous precedent for the country's most beautiful and biologically diverse landscapes. Feasible and less destructive alternatives to incising a wildlife refuge exist. Please choose an alternate that does not disturb a national treasure.

Thank you, sincerely,

Lauren Zamora



**NEC DEIS Comments - RECORD #1296 DETAIL**

**Status :**

**[REDACTED]**

**Record Date :**

2/14/2016

**First Name :**

Wendy

**Last Name :**

Zande

**Stakeholder Comments/Issues :**

Although I do not live in Old Lyme, I was horrified to here of this plan! There has to be a better way than destroying this beautiful town.

**NEC DEIS Comments - RECORD #2549 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Izabela

**Last Name :**

Zankowska

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #1212 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/13/2016

**First Name :**

Ray

**Last Name :**

Zatorski

**Stakeholder Comments/Issues :**

I am fully in favor of the proposal 'Alternative 1' for the NEC. This will allow better rail travel in the busy Northeast corridor. As a frequent user of the rail system, I am familiar with the delays in the system, this proposal will help alleviate the current situation. Bravo to the planners.

**NEC DEIS Comments - RECORD #1427 DETAIL**

**Status :** Action Completed

**Record Date :** 2/14/2016

**First Name :** Maureen

**Last Name :** Zavatone

**Stakeholder Comments/Issues :**

Please leave this beautiful harbor alone. We have adequate transportation infrastructure between the existing railroad tracks and the highway / please dont add to the noise, the combustion, and certainly please don't disrupt thus beautiful space.

**NEC DEIS Comments - RECORD #2147 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/15/2016  
**First Name :** Gary  
**Last Name :** Zawacki  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #2347 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Angelica

**Last Name :** Zdonek

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven."

**NEC DEIS Comments - RECORD #634 DETAIL**

**Status :** Action Completed

**Record Date :** 2/9/2016

**First Name :** James

**Last Name :** Zeller

**Stakeholder Comments/Issues :**

I support modernizing the NEC for generations to come. Alt. 2 seems to have the best benefit / cost ratio.

**NEC DEIS Comments - RECORD #1470 DETAIL**

**Status :** [REDACTED]

**Record Date :** 2/14/2016

**First Name :** Steve

**Last Name :** Zelson

**Stakeholder Comments/Issues :**

The plans/plan summaries do not include any detailed maps of proposed routes or immediate environmental impacts near and/or connecting to existing tracks. This kind of information is essential for people to make an informed decision among the proposed alternatives. The lack of this critical information is surprising considering the length of time these plans have been under consideration.



**NEC DEIS Comments - RECORD #1902 DETAIL**

**Status :**

Pending

**Record Date :**

2/15/2016

**First Name :**

David

**Last Name :**

Ziaks

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven. I recommend adoption of Alternative 2 because it will incorporate Hartford and UConn into the NEC. This would add all of central CT and southern MA to the ridership area.

**NEC DEIS Comments - RECORD #2433 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Katja

**Last Name :**

Ziehmayer

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

"I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #2501 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Jessica

**Last Name :**

Zielinski Meffert

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven, as well as being a threat to federally protected areas of the Connecticut River Estuary. Please consider building this route within the already established major transportation corridor of I-91.

**NEC DEIS Comments - RECORD #975 DETAIL****Status :** [REDACTED]**Record Date :** 2/11/2016**First Name :** Shreyas**Last Name :** Zingre**Stakeholder Comments/Issues :**

North East Corridor certainly needs an upgrade to rail as well as trainset infrastructure. Current Northeast Regional trains are slow, aging, and uncomfortable. While the Acela trains are more comfortable, they are in high demand yet much more expensive compared to alternative modes of transport. The NEC is USA's busiest corridor and can use faster, more comfortable and more reliable service to reduce vehicle traffic and pollution. I use the NEC for my weekly commute for personal and business related travel.

**NEC DEIS Comments - RECORD #2345 DETAIL**

**Status :**

Action Complete

**Record Date :**

2/15/2016

**First Name :**

Michele

**Last Name :**

Zint

**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #1306 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/14/2016

**First Name :**

Jennifer

**Last Name :**

Ziolkovski

**Stakeholder Comments/Issues :**

I have lived in Old Lyme for 40 years. I am raising a family in this beautiful town which is much simpler and less commercial than surrounding towns. The landscape is breathtaking as we drive from one area of town to another. I strongly oppose this Tier 1 plan that would cut a new area of railway right through the town. I can't even imagine the impact this would have on our small town. Historically, environmentally to name a few.

**NEC DEIS Comments - RECORD #1314 DETAIL**

**Status :** ██████████  
**Record Date :** 2/14/2016  
**First Name :** Jennifer  
**Last Name :** Ziolkovski

**Stakeholder Comments/Issues :**

I have lived in Old Lyme, CT for 40 years. I was raised here, I am raising my own family here. I strongly oppose the proposed Tier 1 railway plan. We are a relatively small town with little commercial development. The impact on our area would be great and in all negative ways. Historically, environmentally just to start.

**NEC DEIS Comments - RECORD #321 DETAIL**

**Status :** [REDACTED]

**Record Date :** 1/27/2016

**First Name :** Bernard

**Last Name :** Zipprich

**Stakeholder Comments/Issues :**

Our global knowledge based economy makes the efficient movement of people and ideas more essential than ever. We need to invest for the next 100 years: the "Alternative 3" proposal -- rebuilding the corridor for high speed rail -- would be a game changer, tying the Boston-Washington corridor together in such a way to ensure that it becomes and remains an unified economic center unrivaled by anywhere else in the world, unlike today, where it operates like three separate cities.

Amtrak should close unprofitable lines, and reinvest those dollars in high speed rail equal or better to anywhere else in the world. And political leaders should support this goal by working collaboratively to make it happen.

Imagine the entrepreneur who lives in Boston, but who can now hire talent from New York -- because suddenly the commute is less than the commute from Poughkeepsie to Manhattan on Metro North. Think about the human capital potential that unlocks , the economic growth it will unleash, the jobs created, and economic livelihoods enhanced. It would be great to see the transformative option actually move forward.



**NEC DEIS Comments - RECORD #2061 DETAIL**

**Status :** Action Completed

**Record Date :** 2/15/2016

**First Name :** Christina

**Last Name :** Zito

**Stakeholder Comments/Issues :**

I oppose Alternative 1 of the Northeast Corridor Futures proposal because with a growing population and climate concerns, we should grow or transform the NEC as describe in Alternatives 2 and 3. Furthermore, I oppose Alternative 1 because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.

**NEC DEIS Comments - RECORD #3053 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

`Nicolas

**Last Name :**

Zoghb

**Stakeholder Comments/Issues :**

I oppose to Alternative 1 of the FRA's Northeast Corridor Futures proposal.

**NEC DEIS Comments - RECORD #3044 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Robert

**Last Name :**

Zott

**Stakeholder Comments/Issues :**

This proposal would be a disaster to friends in Connecticut -- a state where I lived from 1994-2014. The line would run right through the school campus of the Lyme College of Art, destroying the historic school and the jobs upon which their livelihood depends.

**NEC DEIS Comments - RECORD #3044 DETAIL**

**Status :**

[REDACTED]

**Record Date :**

2/16/2016

**First Name :**

Robert

**Last Name :**

Zott

**Stakeholder Comments/Issues :**

This proposal would be a disaster to friends in Connecticut -- a state where I lived from 1994-2014. The line would run right through the school campus of the Lyme College of Art, destroying the historic school and the jobs upon which their livelihood depends.

**NEC DEIS Comments - RECORD #467 DETAIL**

**Status :** Action Completed

**Record Date :** 2/1/2016

**First Name :** Joe

**Last Name :** Zrenda

**Stakeholder Comments/Issues :**

the negative impact of this tier 1 rail proposal far exceeds the benefits it would provide. Homeowner losses, historical losses, wildlife losses, environmental harm, let alone the integrity of the entire Town of Old Lyme being torn apart. This plan is simply not acceptable

**NEC DEIS Comments - RECORD #1535 DETAIL**

**Status :**

**[REDACTED]**

**Record Date :**

2/14/2016

**First Name :**

helen

**Last Name :**

zumpano

**Stakeholder Comments/Issues :**

I am against the Tier 1 Draft EIS

**NEC DEIS Comments - RECORD #2486 DETAIL**

**Status :** [REDACTED]  
**Record Date :** 2/16/2016  
**First Name :** Eva  
**Last Name :** Zygnerski  
**Stakeholder Comments/Issues :**

Dear Federal Rail Administration,

I oppose Alternative 1 of the Northeast Corridor Futures proposal because it will destroy the campus of Lyme Academy College of Fine Arts of the University of New Haven.